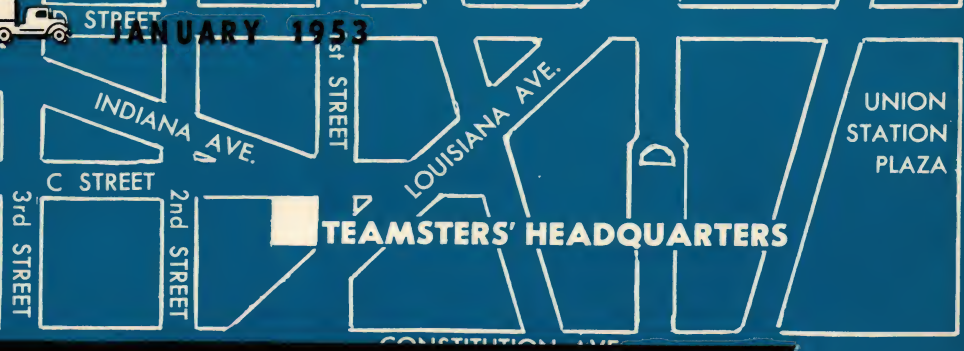


The International Teamster

JANUARY 1953



TEAMSTERS' HEADQUARTERS

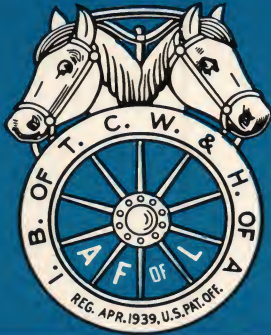
TEAMSTERS' HEADQUARTERS MOVES TO WASHINGTON

U. S. CAPITOL



New Headquarters opposite U. S. Capitol

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA



DAVE BECK *General President*

JOHN F. ENGLISH *General Secretary-Treasurer*

1953

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The Sign of Service . . . The Mark of Quality



The International Teamster



DAVE BECK • Editor

Vol. 50

JANUARY, 1953

No. 1

CONTENTS

General President's Letter.....	2
The Teamsters and Communism.....	4
Teamsters' Headquarters Moves to Washington.....	5
Economic Outlook for 1953.....	8
Joint Council 25 Marks 'Good Year'.....	10
The Detroit Story.....	11
Employers Pay Tribute to Teamster Leaders.....	16
Editorials	20
Joint Councils Honor General President.....	22
Rail-Truck Fight to Get Warmer.....	25
Cautious Optimism Is Labor's View.....	27
Teamster Topics	29
New Products	31
Relax With Us.....	32



The New Year

Most of us customarily note the chronological progress of our lifetimes with New Year's Day. What were we doing one, five, ten or twenty years ago?

It is a custom of mentally tearing a page from life's master calendar, and we have come to regard it as a time to refresh ambitions, weigh past achievements and set some personal goal for the next year. The new year gives us a chance to revitalize our thoughts and bury old failures with new determination.

As individuals and as a strong, united organization, we look into the mysteries of 1953 eager to move forward and confident of our ability to succeed.

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222 E. Michigan St., Indianapolis, Ind.

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.
222 E. Michigan Street
Indianapolis, Ind.

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LETTER

from General President
DAVE BECK



A GRAVE RESPONSIBILITY

WE HAVE heard much talk and testimony in recent weeks about theft, pilferage of merchandise in distribution channels. The revelations have been alarming even though they have not touched or cast any suspicion whatsoever on members of the International Brotherhood of Teamsters.

Our members to whom the transport of goods is entrusted have a grave responsibility to keep faith with the shipper and with the industry which employs them. We are proud of the record our members have made as honest, forthright and dependable employees.

Rigid Policy Of Honesty

Our people are entrusted with hundreds of millions of dollars worth of merchandise yearly for delivery. We have maintained and will continue to maintain a policy of rigid honesty in the discharge of our duties to our employers. We will not countenance removal of merchandise or pilferage of any kind—large scale or small scale—within the trucking industry.

The International Brotherhood of Teamsters was not created as a refuge for thieves and hereby serves notice that it will not tolerate any dishonesty within its ranks.

Ours is a progressive union which seeks advantages and advances for our members. But we will gain our advantages through legal and honorable means. We will continue our fight for better hours, wages and working conditions but we will do it consistent with the canons of honesty and integrity. Honesty and fair play must always be the basis of the relationship between employer and employee and that maxim applies with special force in our industry.

We have a strong community of interest with our employers. If they prosper, we will advance. If they suffer, we will suffer. We want to see our employers discharge their public duties and responsibilities as transporters for the public at the lowest cost consistent with a fair return on their capital investment. We want our members to help carry out these responsibilities in order that our industry can provide maximum service with efficiency and effectiveness. We must at all times consider the position and the plight of the employer as well as that of ourselves in the many mutual problems which we confront in our industry.

**A Duty
We Must Meet**

It is the duty of organized labor in all industries to permit no one to use unions for the purpose of throwing a cloak of protection around thieves who steal either merchandise or time. That is a duty which must be met and discharged at all times and it is a duty which has special force in our industry, which has responsibility in relation to the transportation of merchandise and commodities to serve American commerce and industry, the duty of simple, unquestioned honesty.

We are proud of the character of our members. They are honorable family people all trying to live up to their responsibilities of good citizenship and they merit the confidence and respect both of their employers and of the public. Our record has been earned through the diligence and honesty of our individual members and we are proud of that record. But we cannot continue to deserve the respect and confidence we enjoy today if we permit even the smallest number to violate either ethics or laws in their relations with their employers.

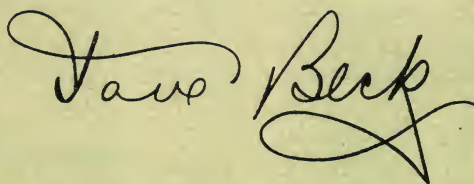
If we forget for a moment that honesty and fair play must always be the foundation stones of our union, we will have violated the high purposes for which the International Brotherhood of Teamsters was established and for which it continues to play its important role today in American industry.

Our union will always advance, but it will always do it honorably and honestly. There is no other path for progress.

As this issue of *The International Teamster* is being distributed to our membership our local unions and joint councils will be making plans for 1953. The problems confronting us this year are many—both as trade unionists affiliated with the American Federation of Labor and as members of the International Brotherhood of Teamsters.

As trade unionists and part of the great movement of free world labor, we have obligations to safeguard the advances which have been won through decades of struggle and progress. As Teamsters we have immediate and important obligations to our fellow members to protect the specific gains in wages, hours and conditions. In this task we all have a role to play and I am certain that as 1953 unfolds we will find that every member, every officer, every organizer and every official will be doing his best to make this the best year in the history of the International Brotherhood of Teamsters.

Fraternally,

A handwritten signature in dark ink, reading "Dave Beck". The signature is fluid and cursive, with the first name "Dave" and last name "Beck" clearly distinguishable.

General President.

*With a Long Record of Successful
Fighting Against Reds, International
Re-Dedicates Itself to the Battle*

THE TEAMSTERS AND COMMUNISM

(NOTE: The following article was written by President Beck for International News Service and distributed through the Hearst papers. It is reprinted here through special arrangement with INS.)

I was asked, upon my assumption of the general presidency of our union—the largest union in America—what our policies are going to be toward communism and Communists.

They're not going to change. They're going to be intensified. Our union has always opposed communism in labor, in industry, in government, and we've fought it continually, bitterly, and, I think, effectively.

There can be no compromise between Americanism and communism. There is no middle ground. Any attempt at compromise is an adventure into defeat.

UNION LAW

We have no problem with communism among our membership of more than a million persons because for more than 30 years our constitution, the law of the union, has provided that a Communist shall not be eligible to membership. In 1947 we went even further. We barred from membership all who are affiliated with subversive organizations or groups of any kind advocating any subversive philosophy.

It is not necessary to prove that a member of our union is actually a member of the Communist Party. If we satisfy ourselves that he advocates a philosophy of communism, he is, to all practical purposes, a Communist, and we do not waste time. We throw him out. This, I assure you, we shall continue to do.

Free enterprise, as opposed to communism and socialism, is in the interest of people who toil for their living, both here and in other countries.

TWO-SIDED

I believe in free enterprise because it inspires initiative within men and women. I contend that no system in the history of the world has ever made possible such progress for the working men and women as free enterprise has accomplished for the American people.

I detest communism as much as any man in America. But I say also that the defeat of Communistic philosophy and activity in the United States is as much the responsibility of business as of labor. There have been instances in the past when business, in the hope of making a momentary financial gain, has preferred to deal with Communistic labor leaders.

What shall we say of the man in industry who goes along for a period of time dealing with and solving problems with honorable men and women in labor but who, when he sees a chance to profit by turning to Communists, forsakes them and strengthens communism? I have seen that happen.

REPREHENSIBLE

I have worked with industry and have helped to force Communists into a corner and then have had the

bitter experience of seeing industry continue contractual relationship with Communists. Such leaders of industry are as reprehensible as are the leaders of labor who permit Communist dictation of their unions.

As for government, I believe, and I express the sentiment of our union, that we must demand in these hours of national peril that men in positions of trust tell us truthfully where they stand on the question of Communism. I have no patience whatever for men in politics, labor, industry or in education who refuse to say where they stand, or who refuse to testify whether or not they have ever belonged to a Communist group.

NO SUCH THING

But I don't blame those who have changed their minds, who may have once embraced communism and found it false and were disillusioned, and who are now willing to make a frank and open admission. We are all members of the human family and we can all err. But I have no use for the man who departed from organized communism but still adheres to some of its principles. There is no such thing as a little communism.

We in the Teamster Union do not believe in strikes as political and propaganda measures. We believe in contracts and in keeping our word.

No man can be honorable or attain merited standing among his fellow men except that his word is his bond. Once given, never break it! I have long told our people that once we sign a contract, we are bound to observe it to the letter even though it prove a very bad bargain.

I have had some experience in saying "no" when it is unpopular. I have said it when general strikes were threatened. We believe that general strikes are revolution and nothing but revolution, and we will have no part of anything that smacks of revolution.

The greatest government ever founded in all the world is our own. Our union knows that, and we intend that it shall continue strong and prosperous.

TEAMSTERS' TEMPORARY NATIONAL HEADQUARTERS

*Moves
to the
Nation's
Capital*



THE International Brotherhood of Teamsters is moving its international headquarters to Washington, D. C. The transfer is being speeded by General President Dave Beck and General Secretary-Treasurer John F. English. The actual move will be made and the new quarters occupied by February 15. Arrangements will be made in the next several months to secure our own building.

Transfer of the headquarters of the Teamsters Union has been under consideration by the General Executive Board for some time and final and formal approval was made last June by board action.

Plans had been made by the Teamster organization to erect its own building on a site owned by the union adjoining the Capitol plaza. This plan has been postponed and the headquarters now will have space in the newly constructed office building owned by the National Association of Letter Carriers, an American Federation of Labor affiliate.

The Letter Carriers' building is located at First and Indiana avenue, Northwest, one of the most desirable sites in the city. This location is

near the lot owned by the Teamsters. The building is a short distance from the U. S. Capitol building and faces the Capitol Plaza.

In outlining plans to move the headquarters to Washington, General President Beck said, "We are making this change, long planned by the General Executive Board, to bring us in closer touch with the strategic point in national affairs. It is becoming increasingly important for our organization and labor unions generally to be in almost daily liaison with Congress and the Executive Departments. We believe we can do a more effective job of serving our members through locating our headquarters in Washington, D. C."

Near the Capitol are the office buildings of the United States Senate and the House of Representatives. Behind the Senate office building will be erected an additional office building for the Senate and its committees.

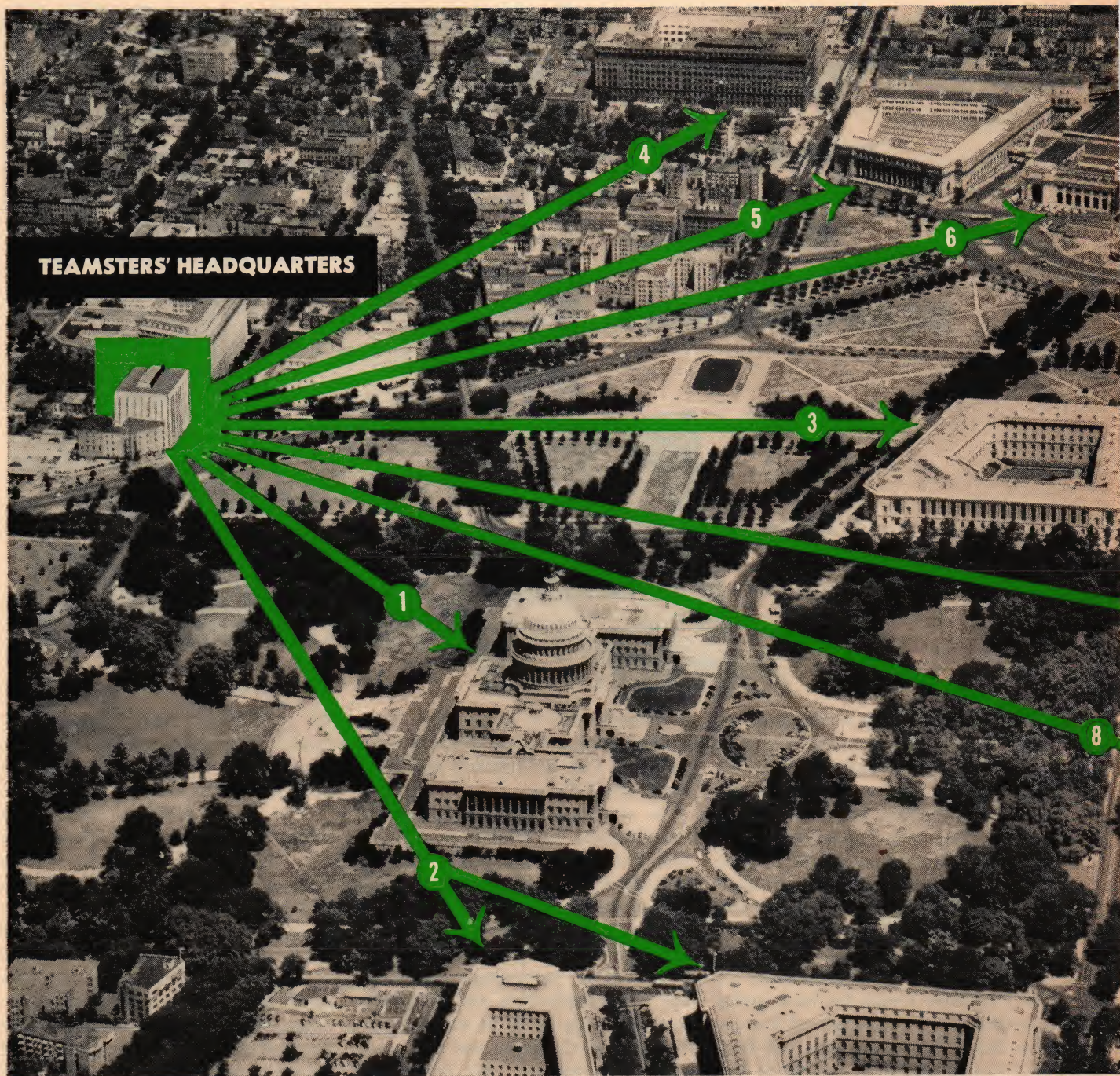
Opposite the Capitol Plaza directly to the east of the Capitol are the United States Supreme Court building and the Library of Congress. One is of primary interest to our attorneys and the other to

our staff personnel engaged in research since the national library is regarded as the finest research repository in the world.

The Letter Carriers' building is within a short walking distance to the Union Station and is near a number of hotels in the Union Station-Capitol Plaza area.

Important regulatory agencies of the Government are located in Executive Department office buildings downtown, chiefly along Constitution avenue which is not far from the headquarters office building. Of primary interest is the Interstate Commerce Commission at Constitution near Twelfth street. Other office buildings of interest are those housing the United States Civil Service and the U. S. Post Office Department. One is located at 9th and G streets, Northwest, and the other at Pennsylvania avenue and Twelfth streets, Northwest. The White House is at 1600 Pennsylvania avenue, Northwest.

The map giving an airview of downtown Washington and the Capitol area indicates the location of certain key Government buildings. Opposite Lafayette Park facing the



White House is one of the AFL buildings housing Labor's League for Political Education. The AFL headquarters building, only a few blocks from the Letter Carriers' building, is at Ninth and Massachusetts avenue, Northwest.

The move of property and personnel from the old headquarters in the Carpenters' building in Indianapolis, Ind., is being supervised by Secretary-Treasurer English and his office manager, William Mullenholz. The Teamsters have been located in Indianapolis many years.

The transfer to Washington by the Teamsters is in keeping with the trend of trade unions, business associations and other organizations to locate in the nation's capital. The importance of congressional and departmental regulatory action in modern life has made it imperative that affected organizations be as near the seat of authority as possible.

In commenting further on the transfer, President Beck said, "Labor has become more and more involved with problems of national legislative and regulatory import.

What Washington does is an important part of the labor picture. In order to safeguard our interests and protect the rights of our members, we must be constantly vigilant. We feel that we can discharge our obligation better by being located in Washington than we could by remaining in the Middle West. I am certain that our joint council and local union officers and members will approve the action taken by the General Executive Board which will be brought into reality by the middle of next month."



AFL Building



Union Station



Senate Office Building



Capitol



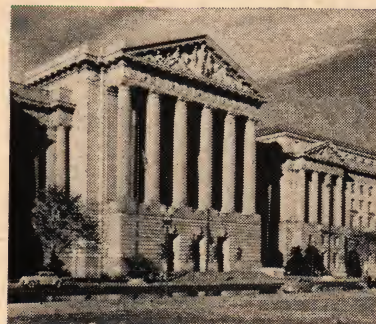
House Office Building



Supreme Court



White House



Labor Dept.

- 1 CAPITOL
- 2 HOUSE OFFICE BUILDING
- 3 SENATE OFFICE BUILDING
- 4 GOVERNMENT PRINTING OFFICE
- 5 MAIN POST OFFICE
- 6 UNION STATION
- 7 SUPREME COURT
- 8 LIBRARY OF CONGRESS

Economic Outlook for 1953

Inflationary Pressures Still Present, But Easing of World Tension Could Change Danger to Deflation Threat

By DAVE KAPLAN, Chief Economist
International Brotherhood of Teamsters

MOST economic indicators seem to point to 1953 as a year of good business, high level employment, and payrolls, and fairly stable prices. Since practically all major industries are under contracts which will not be reopened throughout the year or until late in the year it will also be a year comparatively free from major economic strife.

Surface appearances, however, can be very deceptive and a close look at the economic, political and social forces that will shape our lives in the next few years are so full of contradictions that most any augury could be made depending on which of these contradictory forces you placed the most reliance.

For example, there has been a considerable softening of prices in 1952 in many consumer fields. Sellers' markets—that is conditions under which the seller dominates the price situation—have given way in many fields within the last year to buyers' markets—conditions under which the buyer gets most of the breaks. Most businessmen and

bankers who have to deal with those events currently have accepted caution as their watchword, and many have stated vociferously that we have come to the end of a boom and that deflation and not inflation is the economic condition from which we have the most to fear in the near future. Economists have to admit that there are many deflationary characteristics in the 1952 economic picture.

Nevertheless under the surface—the pressures making for inflation are still present. Large budget deficits which have to be financed through government borrowing, a tight labor

market, with demand for labor high and shortages in a number of key occupations.

The contradictory forces of continued inflation and of deflation are present in explosive quantities, in our economy needing only an appropriate charge to set one or the other off. Unfortunately with the present world crises we are not in control of the switches which can deliver these



MR. KAPLAN

charges. These it appears are under the control of the Kremlin. If the Comintern decides to widen the area of conflict, to meet the challenge, we would need to step up our military defensive moves, increase government spending, tax further our supply of manpower by adding to our armed forces, put limitations on production of consumer goods, while adding to our money supply,

and thus activate all the inflationary forces where money bids for goods. If on the other hand the Kremlin were to order a negotiated peace in Korea, and reduce tension in Europe, we would reduce government defense expenditures, lessen the drain on our industrial manpower to the armed services, increase production of consumer goods, and reverse the pressure of money bidding for goods to that of goods bidding for money.

The fact that we are not in control of the switches which can set off the explosions tending towards an upsurge to inflation or a downsurge towards deflation does not mean that we cannot contain these forces and deal with them effectively when they are set in motion. We definitely and most certainly can. It does indicate, however, that our Government must be prepared to deal with either phase on short notice. The handling of this problem will be a major challenge to the statesmanship of the incoming Republican administration.

Immediately upon taking office the new Administration will have to determine what to do about wage and price controls which is one of the phases of the overall problem. Unless there is a serious widening of the Korean conflict or worsening of the world situation, it is improbable that it will continue the present controls over wages and prices. No one should shed any tears over their abandonment at this particular time. Their effectiveness in checking inflation since the Korean crisis is open to serious doubt. Canada has had no wage and price controls over this period and did a far better job of stabilizing prices than the United States did. It is altogether likely that these controls in the U. S. were adopted too late to do any good and have been kept on longer than conditions warranted. One reason that it is difficult to do any accurate economic forecasting is that people act not on the basis of conditions as they are, but on the basis of what they expect conditions to be in the near future. The scarce buying and consequent upsurge in consumer goods prices that took place at the outbreak of the Korean War were clearly unjustified from the stand-

point of production and consumer supplies. Had the Congress and the Administration heeded the advice of Bernard Baruch and clapped on price and wage controls immediately after the crises began, and applied them uniformly without fear or favor, it is more than likely that subsequent price increases could have been avoided.

The failure of the Administration was not in what it did, but in bad timing, and proper timing is fundamental in dealing successfully with problems of inflations and deflation.

At present wage and price controls are in a state of collapse. Price controls on many consumer goods have already been removed and any attempt to apply wage controls along the formula in effect before the recent coal miners' decision will promote feelings of discrimination and resentment that can only lead to government created labor strife. Although scarcities of some defense materials still exist, the overall production and price situation does not justify the type of interference with private decisions and free collective bargaining that wage and price controls entail. These controls themselves may now well be barriers to effective economic action.

STAND-BY CONTROLS NEEDED

Although good policy at this time seems to dictate the dropping of the remaining wage and price controls, stand-by authority should be provided to apply such controls immediately in the event of the outbreak of another crises. Indeed if along with such authority the Administration had the power and obligation in a crises situation to order the roll back of prices to a pre-crises period it would act as a strong deterrent to the type of scarce buying and profiteering that took place upon the outbreak of the Korean War.

If we are to retain democratic methods, a freely functioning enterprise economy, and encourage collective bargaining in industry wage and price controls must be used only in cases of grave emergency.

Such restraint with respect to wage and price control does not mean that we will have no effective method of dealing with inflation. Many economists feel that wage and



WHAT can the shopping housewife expect in '53? A lot depends on Kremlin action.

price controls treat only the symptoms of inflation and not the underlying disease itself. There is much to be said for this point of view. Inflation is caused by an oversupply of money and credit in relation to the available supply of goods and services. The agency chiefly responsible for expanding and contracting our money and credit supplies is the Central Banking System headed by the Federal Reserve Board.

The Federal Reserve Banks are able to regulate the supply of money and credit flowing through its member banks into the business world in three ways—through raising or lowering the amount of reserves the banks must hold against their deposits, (2) by raising or lowering the rediscount rate, and thus controlling the amount of interest a bank must charge for its loans, and (3) by open market operations which means buying or selling of the securities that banks use as reserves and thus pour out or drain off the banks sources of lending power.

The Treasury too has important functions which can be of great influence. A balanced or unbalanced Federal budget has important effects on price levels. Taxes can deter-

mine the amount of spendable income private consumers and corporations can count on and the way the Treasury finances the national debt either by selling its securities to the public as savers which withdraws money from circulation or to the banks which can use these securities as reserves for further lending further influences the expansion or contraction of the amount of money and credit that can bid against goods.

POWERFUL INSTRUMENTS

The monetary, and fiscal authority of the Federal Reserve Banks and the Treasury, properly used, can be powerful instruments in dealing with price levels without any necessity to dictate the actual prices of any commodity or service. The controls they exercise over prices are indirect and take time to work itself through the price system—thus in time of great emergency when time is of the essence—the onerous burdens and inescapable arbitrariness of direct price controls and wage controls otherwise unjustifiable must be resorted to.

The Government must equally be in a position to deal swiftly and effectively with any deflation that might lead to a depression. Fortu-

JOINT COUNCIL 25 MARKS 'GOOD YEAR'

nately, unlike the period of the late 20's, we have built in to our economy many resistant forces against any deep down turn or lasting depression.

First we do take steps to curb inflation and thus lessen the height from which the drop can take place. Second we curb speculation by controlling margin requirements for the purchases of securities. We have lessened the danger of catastrophic declines in mass purchasing power by safeguarding savings through Federal Deposit Insurance, providing supports for farm prices, providing unemployment insurance and workers' pensions. The growth in unionization of workers provides support against drastic wage cutting. All these are in a way built in stabilizers. But these may not be enough. The fiscal and monetary powers of the government will have to be utilized and can be powerful instruments to halt deflation and promote recovery. The Federal Reserve Board can make money and credit easier to obtain by lowering reserve requirements, decreasing rediscount rates, and thus cutting interest rates—selling securities and thus increasing the available reserves so banks could more freely make loans. The Treasury could cut taxes, and increase disposable incomes.

In addition to these means the government can also spend for public works such as the construction and repair of highway systems, increase its soil and forest conservation efforts, develop its waterpower resources—and speed up construction of necessary public buildings.

We do not need to take a defeatist attitude in the face of the forces leading to economic instability, either of an inflationary or deflationary nature. We have many important corrective instruments at our command. We may not be in possession of all the facts we need, particularly with respect to the proper timing of the use of these instruments, but we are learning all the time. Given the will—on the part of the Government—and cooperation—on the part of business, labor, farmers, and the general public—the way to maintain economic stability will be found.

EAST is East—and West is West—and the Chicago Teamsters' Joint Council is one of the great links between," President Emeritus Daniel J. Tobin told the 1,500 delegates to Teamsters' Council 25 and their guests at the Council's eighth annual banquet in the Palmer House.

Part of the tradition of this unique banquet is the absence of a speakers' table.

"We're all Teamsters here," said Secretary-Treasurer Ray Schoessling of Council 25. "We are proud to have our honored guests sit with the officers and delegates representing 130,000 Teamsters in 49 local unions."

President Dave Beck was scheduled to be the principal speaker, but illness in Mr. Beck's family required his presence in Seattle, Chairman Schoessling told the banquet crowd.

"It would have been our pleasure to pledge our unanimous support to the new International President of our great union," Schoessling said. "He told me that he is deeply grieved that it is impossible for him

to meet with us, but he promised to meet with our Council at the first opportunity."

Mr. Tobin, in the only speech of the evening, paid tribute to the "fighting heart" of the Teamsters of Chicago.

He recalled his first visit to Chicago in 1907, when drivers received \$12 for a 60-hour week.

"You've come a long way since then," Mr. Tobin said. "The Chicago Joint Council has produced great leaders. Two of them—Bill Lee of the Bakery Drivers and "Sandy" O'Brien of the Meat Drivers—are serving our International Union as vice-presidents."

President Frank Brown of Joint Council 25 was unable to attend due to illness.

In a message to the guests at the banquet, Mr. Brown said: "This banquet ends the year of 1952, a year in which our Council has steadily increased in membership and prestige. It has been a good year, but we look forward to 1953 as even a greater year, a year of closer cooperation with one another."

AT JC 25 DINNER—President Emeritus Daniel J. Tobin (seated, left); William McFetridge, Building Service Employees President; International Vice President John T. O'Brien (standing, left) and Ray Schoessling, Secretary-Treasurer of Joint Council 25, visit during course of eighth annual Chicago Teamster fete.





J.C. BOARD (left to right)—Robert Holmes, vice president; Henry Hopkins, No. 458; Stephen Schultz, No. 283; Edgar Johnson, No. 51; Joseph Prebenda, No. 372; Brunson Gilbert, secretary-treasurer; James R. Hoffa, president; Bert Brennan, business agent; John Emmert, No. 243; Michael Nicoletti, No. 247 and Isaac Litvak, No. 258 in No. 43 conference room.

THE DETROIT STORY

Joint Council 43 in Action



J.C. OFFICERS (above)—James R. Hoffa (seated), president, and Brunson Gilbert, secretary-treasurer, checking a report.



ELECTED (bottom) J.C. President James R. Hoffa, center, was named Teamster vice president at '52 convention. Daniel J. Tobin and Dave Beck congratulate him.

WHEN the delegates at the 1952 Teamster convention elected James R. Hoffa an international vice president, they named to the General Executive Board the president of one of the most effective joint councils in America. The joint council: No. 43; the city: Detroit, Mich., motor capital of the world.

The story of Joint Council 43 goes back 18 years, back to the early days of the New Deal when labor was in ferment and Detroit in particular was in the spotlight of public attention. The joint council was formed and developed by Teamster locals, largely under the leadership of four men, three of whom are now in the top echelon in Detroit and Michigan Teamster affairs—R. J. Bennett, international organizer; James R. Hoffa, now joint council president; Bert Brennan, now joint council business representative and Robert Holmes, now joint council vice president.

From 1935 to 1953 represents

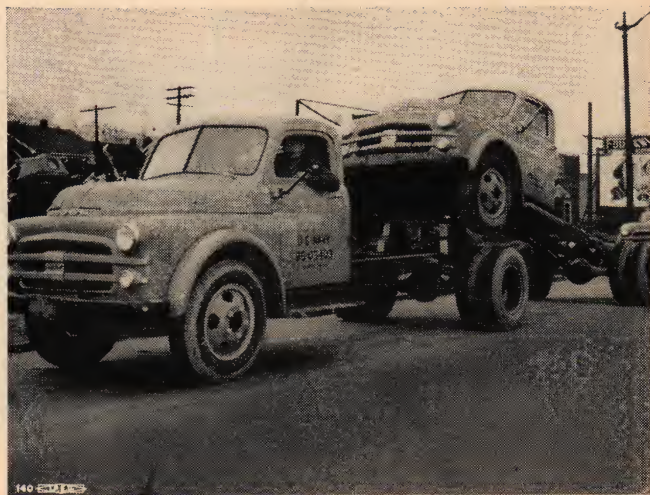
Another in a series of articles on the work of Teamster Joint Councils, prepared by Teamster staff writers and photographers. See photo story on following four pages.

18 years of steady and spectacular progress in Teamster affairs against a backdrop of one of the world's most fabulous cities. In this city distribution and transportation are of more than usual importance. More than \$10 billion worth of automobiles and trucks are made in Detroit, nearly three out of four which are made and used in the world. Detroit has also been called the "arsenal of America" and "arsenal of freedom."

Teamster progress in Detroit is a story of unity for mutual welfare and a saga of courage, determination and skilled leadership through stormy years in modern labor history.

Today this joint council is indeed considered one of the most effective in the International Brotherhood of Teamsters. Fourteen local unions make up the Detroit joint council which has jurisdiction over an area identified as "Detroit," but in reality includes Wayne County and a great deal of the active state of Michigan. The leadership keeps the joint council in the forefront of Teamster, labor and civic affairs in Detroit. In addition to Hoffa, Holmes

(Continued on page 26)



BAKERY DRIVER—Clarence Sarnowski, driver for Awrey Bakeries, backs into the plant for a load. He is a member of Teamster Local 51. (See photo below.)



ICE CUBES—Russel Simon of No. 337, packs ice cubes at City Ice & Fuel.



MOVING (right)—Joseph Kraszewski, No. 243, loading an E. H. Warren van for coast-to-coast delivery.



TECHNICIANS (lower left)—Josephine Riley and Hilda Lister check samples of incoming milk at the Wilson Dairy. Both belong to No. 155.



DETROIT-AN ARSENAL OF PRODUCTION

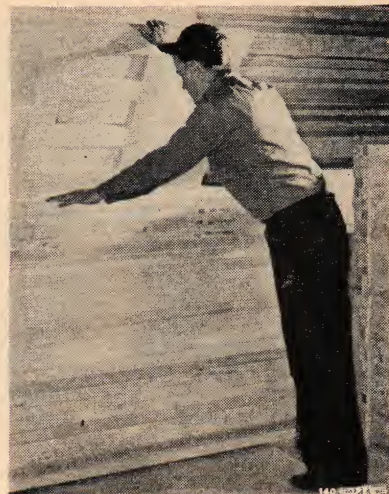
Detroit as a great industrial arsenal for war production and peacetime industry requires the services of highly geared transportation for maximum efficiency. While the auto factory is the heart of the motor industry, the plant must be supplied with parts, bodies, equipment and machinery brought in for the assembly line. To keep the flow of parts active, motor transport has been found to be the most efficient answer. When the cars are finished, motor transport takes the finished automobiles—Detroit's most famous products—and transports them to all parts of the U. S. Automobiles are delivered from the factories to large auto distribution lots—these are literally "marshalling yards" for motors. Here skilled drivers from Local 299 take the cars on assignment to distributors and dealers. Just as the assembly line is an endless factory process, distribution by the Teamster is endless and keeps the cars rolling from assembly line to dealer's lots in all parts of the country.



DOUBLE DUTY—Herman Pettinato, No. 247, is shown here by his double cement bulk trucks at the Cooper Supply Yard.

LUMBERMAN—Cornelius Vander Huiden, No. 458, at Sibley Lumber Company checks out a panel door.

IN PRODUCE HOUSE—Fast, accurate sorters grade tomatoes at Harry Becker company. Graders are members of No. 337.

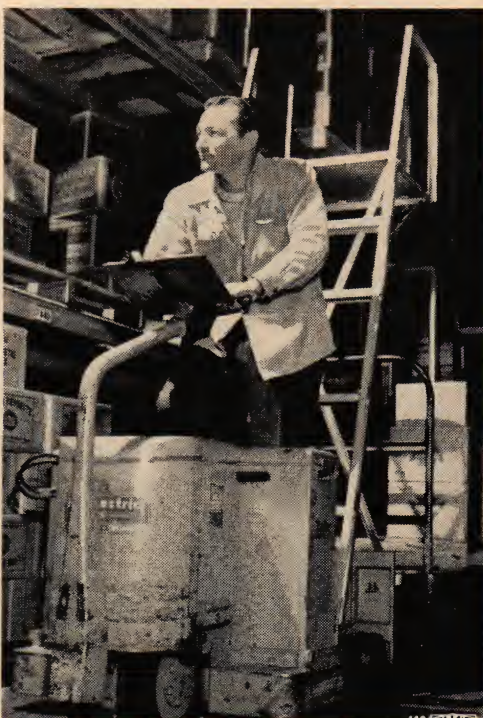


LOADING POTATOES—Russell Pomilia (with sack) and Anthony Miller (in truck), of Sam Crachiolo & Sons, members of No. 337, one of the joint council's big locals.



HEAVY HAULING—Orville Laverty, No. 337, drives a 42-wheel 100-ton "low-boy" in transporting a giant transformer. The Dearborn Machinery Movers Co. is a specialist in heavy hauling and uses Teamster drivers in their work.

WAREHOUSEMAN—Mac Sinovich, member of No. 337, is checking an order in the Abner Wolff warehouse, one of the world's most modern.





FLORIST DELIVERY—George Battel, No. 337, checks a load of flowers before starting on round of holiday deliveries.



SAFE TRANSPORT—Brinks Express Company drivers assure safe delivery of receipts and pay rolls. John Schauer (left) and Rudolph Ricci are shown. Al Russel is in car. All belong to No. 299.

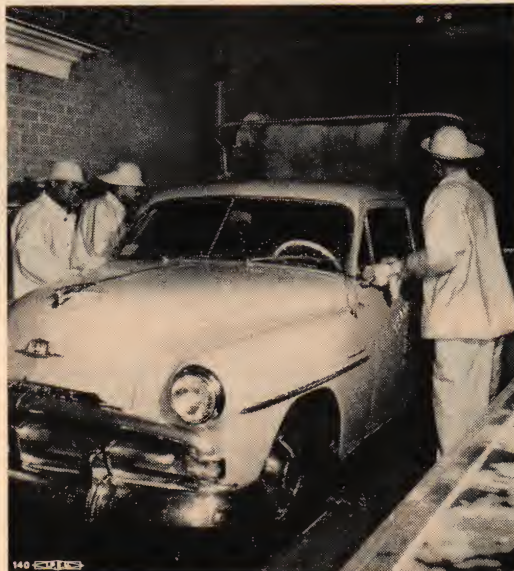


INDUSTRIAL CLEANING—Louis Perlow, of No. 285, makes a delivery of industrial clothing for the Central Over-all Supply Company. Detroit is one of America's biggest industrial production centers and requires the services of a variety of suppliers and materialmen. Industrial cleaning is a substantial business in Detroit and keeps a fleet of trucks busy supplying the many plants with clothing and industrial cleaning items for workers.



CAB MECHANIC—Wilson Griffin, No. 902, checks a Radio Cab Company's car.

CAR WASHERS—Aaron Adams, Eugene Tate and Bronson Scott are shown at National Auto Service. They all belong to Local No. 985.



FOR OVERSEAS—Two Teamsters at Kinnelly-Sisman prepare truck motors for Indo-China. Noel Wilson (left) and Curtis Stephens are both members of No. 299.

EXPORTERS—Warehouse employes wrap truck wiring harness at Kinnelly-Sisman for shipment abroad. All are affiliated with Joint Council 43. The parts and special equipment business is a phase of Detroit's production that doesn't receive major attention yet the city turns out items for many uses in auto and truck production, shipping them to all sections of the world.





FUND CHECKING—Samuel Schwartz (seated) checks records with Duane Johnson in office of Michigan Conference of Teamster Welfare Fund at J.C. No. 43.



WELFARE FUND OFFICE—Three staff members of the Welfare Fund are shown in the Teamster office—Gloria Rizzotto, Marie McKnight and Mary Deason. More than 100,000 persons in the joint council, including families, are covered by the Fund; 3,000 employers contribute under terms of agreements with the J.C. No. 43.



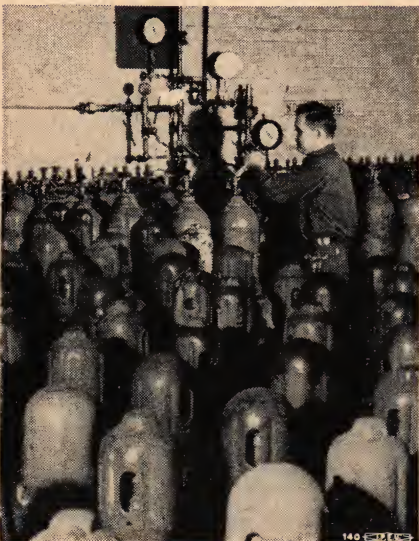
USED CARS (right photo) are also a big business in Detroit. Leo Brennan (left) "sells" a car on world's largest used car lot to Herbert Foster, both of No. 376.



OIL DELIVERY—Russ Hart, No. 372, of Oil Carriers Company makes delivery to the Teamsters' joint council building.



CIRCULATION EXPERTS—These circulation men are distributors for the *Detroit Times* and are all members of Local 372. The local also has the drivers for the newspapers. All phases of newspaper work require constant speed, accuracy and dependability.



"GAS MAN"—William Jankowski, No. 283, checks cylinders of gas at the Liquid Carbonic Industries Gas Corporation works.

CHAMPS—A joint council baseball team is a consistent league leader in Detroit. Joint Council 43 has an extensive program of activities in sports and in youth work.



Central States Employers Honor Teamster Leaders in Chicago and Hear New President Sound Challenge

'AGGRESSIVE COOPERATION' FOR MUTUAL BENEFIT

A PROGRAM of "aggressive cooperation" for the advance of the trucking industry for the mutual welfare of both employers and employees was the theme of the challenge sounded by General President Dave Beck at an industry testimonial dinner in Chicago, December 12.

The dinner which was held in the Palmer House was given by the Central States Area Employers' Association in honor of President Beck and General President Emeritus Daniel J. Tobin. More than 800 attended the dinner to hear President Beck lay down a platform of cooperation for the industry and employers. Following Mr. Beck's address the Central States Association presented President Emeritus Tobin with a handsome illuminated plaque in honor of his long service as head of the International Brotherhood of Teamsters and as representative of the largest group of employers with

whom the trucking employers do business.

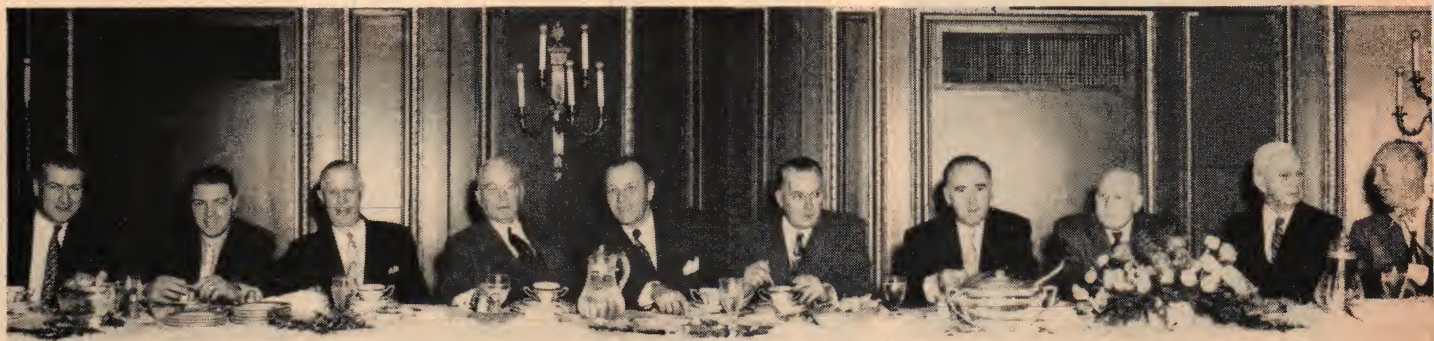
The Central States group includes employers from Illinois, Indiana and Wisconsin. Cooperating with Central States are the following employer associations: Motor Carriers Employers' Association of Michigan; Missouri-Kansas Motor Carriers' Conference; Midwest Operators' Association; Ohio Trucking Association; Illinois Motor Truck Operators Association; Cartage Exchange of Chicago; Central Motor Freight Association and the Indiana Motor Truck Association.

International vice presidents of the International Brotherhood of Teamsters and representative of employer groups were seated at the speakers' table, with Earl N. Gannon, secretary of Central States, as presiding officer. He introduced Walter F. Mullady, Central States president, who was toastmaster.

Among those at the speakers' table introduced by the toastmaster were International Vice Presidents Sidney L. Brennan, Minneapolis, Minn.; John T. O'Brien and William A. Lee, both of Chicago; and James R. Hoffa, Detroit, Mich. Employer representatives at the speakers' table included A. P. Nelson, president, Illinois Motor Truck Operators' Association; John J. Brady, Midwest Operators' Association; J. A. Murphy, treasurer, Warren A. Taussig, a vice president and Edward W. Krause, a vice president of Central States Area Employers' Association; Howard Willett, Central States director of labor relations; B. Cushman of Cushman Motor Delivery; Frank Blunden, Motor Carriers Employers' Association of Michigan; C. L. Snyder of Fruehauf Trailer Corporation; John C. Wright, LaSalle National Bank; William J. Broderick, president, Cartage Exchange of Chicago; Chicago's mayor, Martin Kennelly, and Marty Hogan, announcer for Radio Station WCFL, Chicago's American Federation of Labor station.

A reception honoring Mr. Tobin and Mr. Beck preceded the dinner. President Beck's address was broadcast by WCFL.

The Chicago dinner was in the nature of a joint tribute to Mr. Tobin and Mr. Beck and the affair was characterized by President Mullady of Central States as a "tribute to outstanding representatives of organized labor." In his introduction of President Beck, Toastmaster Mul-



AT SPEAKERS' TABLE—(left to right)—William J. Creaghan, downstate chairman for Illinois of Central States Area Employers' Association; Marty Hogan, WCFL station staff member; William Broderick, president of the Cartage Exchange of Chicago; John C. Wright, president, LaSalle National Bank; C. L. Snyder, Fruehauf Trailer Company; Frank Blunden, chairman, Motor Carriers' Employers' Association of Michigan; Teamsters Vice President William A. Lee, Chicago; B. Cushman, chairman of the Central States' labor relations committee; Mayor Martin Kennelly of Chicago, and Howard Willett, member of Central States' labor relations committee. More than 800 employers and operators from several mid-western states attended the dinner.

lady called attention to the evolution of labor relations and said that the trucking industry, like all progressive industries, had accepted the principle of unionization and collective bargaining. He praised the sense of responsibility and leadership of Mr. Beck in presenting the Teamster president to the audience of truck owners and operators attending the banquet.

The Beck address was a policy declaration for the International Brotherhood of Teamsters and set forth the principles which the general president believes must be followed if both labor and the employers are to continue to progress and prosper.

Tracing the growth of the industry and its present responsibilities, President Beck said, "The trucking industry is young and vigorous and is not held back by outworn ideas of doing business. This industry has progressed to its present high point of service without large financial institutions underwriting it through sponsorship of bond issues. The leadership of this industry is composed largely of men who have come up the hard way—some are just a step removed from truck driving and many have actually driven trucks as part of their steps toward business success.

"This evolution," continued the speaker, "is in keeping with our best American tradition and offers a continuity of understanding and character which is seldom found in modern industry. These men, on



HONORED GUESTS—General President Emeritus Daniel J. Tobin (seated, right) and General President Dave Beck (standing, right) were honored by Central States employers. Earl N. Cannon, association secretary (seated) presided at the dinner and Walter F. Mullady, the organization's president, was toastmaster for the dinner honoring Tobin and Beck.

the whole realize the problems of their employees and we, on the other hand, must have an understanding of their problems. As employees we must realize that we cannot have decent wages, hours, or conditions unless the industry itself makes a decent profit. We are all in this industry—operator and truck driver alike—if one is to prosper, the other must. If one suffers, the other will."

Striking out at criticism of labor

unions, President Beck blasted the charges of collusion sometimes leveled at unions and industry. He said that "... we are not collusive in our conduct; we cannot afford to be. After all our membership represents 1,300,000 and these are all patrons and consumers and citizens and they would be hit just as hard by collusive action as any other segment of the population."

A continuous study of the indus-



AT CHICAGO BANQUET—(left to right)—E. W. Krause, Central States' vice president; Teamster Vice President James R. Hoffa, Detroit, Mich.; Warren A. Taussig and J. A. Murphy, Central States' vice presidents; Teamster Vice President Sidney L. Brennan, Minneapolis, Minn.; John J. Brady, Mid-West Operators' Association; Teamster Vice President John T. O'Brien, Chicago and A. P. Nelson, president, Illinois Motor Truck Operators' Association. The testimonial honored General President Dave Beck who was principal speaker and General President Emeritus Daniel J. Tobin. A scroll of appreciation was presented to Mr. Tobin by the Central States Area Employers' Association during the banquet program as a token of appreciation.



TRUCKING TALK—Harry O'Reilly (left) director of organization of the American Federation of Labor and a Teamster member, discusses trucking problems with Kenneth Foster, head of Foster Freight Lines, Indianapolis, Ind., at the Beck testimonial dinner.

try is necessary on the part of labor just as necessary as it is on the part of management, the speaker said. This means, said the Teamster chieftain, "that we must always have a knowledge and an understanding of the trucking industry and its problems. We must know the historical growth and development of transportation from the horse and wagon, stage coach and up through the railroad eras. We must realize that we are today in this industry providing a service unmatched by any other form of transportation. We are proud to be a part of the continuing contribution to the economy in reaching areas and communities which otherwise would have no transportation or shipping service.

"This very service," said Beck, "may be one of the real reasons why we are faced with so much unfair propagandistic attacks from the railroads. These attacks are vicious and at times seem to be successful. These interests try to erect artificial barriers to impede the progress of this industry—but they will not be successful in stopping our progress.

"False advertising and propaganda will fall of its own weight; right will ultimately prevail in this industry. But in order to make right prevail we must all work—all of us,

employers and employees alike. Employers have a responsibility for providing service to the public and education on the problems of the industry. A responsibility likewise rests on employees, a responsibility to act in this great partnership for progress in the growing field of transportation.

"Today," observed Mr. Beck, "a grave responsibility rests on those who lead labor and those who occupy strategic positions in the labor movement. Laboring people have as much of a stake in the general

welfare of the country as has any other group. Our people must understand the changing economic and social problems and must participate in public affairs in order to assure continued advances on the wide front of general welfare.

"We must not only study our economy as a whole but make especial efforts to know and understand the realities of the trucking industry. We must in all fairness realize that we as employees cannot go faster than our industry can assimilate. The day is past when labor can depend solely on its economic strength. We must work together in a program of mutual understanding and aggressive cooperation."

Paying tribute to the service provided by the motor transport, the Teamster general president said that "... unions have a key role in the success of distribution by trucking. As union members we must shoulder our full responsibilities—responsibilities of honesty and character. When something is wrong in our ranks, we want to be the first to know and we will clean it up. Labor cannot look the public in the eye unless it properly assumes its just responsibility."

Racketeering and communism were blasted by Beck as "twin evils." He said, "We will not tolerate either racketeering or communism in our organization. We do not want in our union leaders who will not measure up both in competence and



PRESS CONFERENCE—General President Dave Beck holds a pre-dinner press conference for reporters of Chicago newspapers and press associations at the Palmer House.

character. Every organization has had its share of rascals—and union organizations are no exception. But we do our best to drive the rascals out; we always have been and I pledge you my most earnest efforts to keep the International Brotherhood of Teamsters clean. We will always clean our own house when there is trouble in it.”

Free enterprise was praised by Beck as the key to continued prosperity for the entire nation. He said that, “We are going to work for the trucking industry as loyal and faithful employees who are endowed with an understanding and a responsibility for our system of economic life. We believe in free enterprise and we look with distinct disfavor on any trend toward taking this country into a socialistic economy. We have become a great nation, a great productive force in the modern world and have achieved history’s highest standard of living through free enterprise. This onward progress for all of us in America will continue without regimentation, without socialism and without the oppressive impediments of a totalitarian society. The U.S.S.R. has made progress of a kind, but it is the kind of progress in the name of the state and rests on lowered living standards and the poverty of the people.”

Knowledge and understanding are great antidotes to communism or to any other force which would impede free enterprise, or would hinder the progress of the industry, Beck said. The speaker appealed to the operators and to unions “to harness our resources and tell our story to the American people. When people know the truth, they will give the right answer.”

Labor has special responsibilities, according to the general president “. . . and labor must not impose restrictions which will impede the progress of the industry. Labor must give eight hours work for eight hours pay. Only by productivity can we compete with the rest of the world with its cheaper wages and lower living standards.”

The role of labor in politics came in for a brief reference when President Beck said “Labor is not a po-

litical party—labor identifies itself only with the welfare of labor and not with the activity of any particular political party.”

Commenting on the incoming national administration Mr. Beck said, “General Eisenhower as the new President should be given every cooperation and support in his efforts. He has served his country well in war and in peace. There is every indication that he will make a good President. I feel that under Eisenhower labor will have a fair chance; I feel that labor will be given an opportunity to serve and will not be penalized and I want to see labor as well as industry cooperate in the job of government.

“The growth of communism in the world is a disturbing force; it is a grave danger confronting not only labor but our entire society. We have a big job ahead in the changing

structure of our society and the evolution of industry to see that there is no infiltration of communism which would jeopardize our forward march. Labor leaders, if they are realistic, will know that they cannot tolerate communism in their ranks. The International Brotherhood of Teamsters will not—we will throw Communists out if they get in and we will throw them out forcibly! Communism has a strategy of control; it tries to get its disciples in key places where they can control the situation, either in government or in industry. We are all on notice to be ever alert. The Teamsters have been alert a long time and that is one of the reasons we are high on the list of organizations which the Communists hate—being on the Communists ‘hate list’ is a real compliment.

(Continued on page 24)

SCROLL FOR PRESIDENT EMERITUS

Presentation of a scroll of appreciation by the Central States Area Employers’ Association to President Emeritus Daniel J. Tobin was one of the highlights of the organization’s dinner in Chicago, December 12.

The dinner attended by more than 800 employers, was tendered in honor of Mr. Tobin and General President Dave Beck. Following the address of Mr. Beck, President Walter F. Mullady of Central States presented the scroll and read the tribute to the retired Teamster president. The text said:

“The Central States Area Employers’ Association, in recognition of his many years of faithful service to the trucking industry and diligent effort to promote harmonious relations between management and employees and his eminent statesmanship as President of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America awards this testimonial to Daniel J. Tobin, President Emeritus.

“In making this award, it is but fitting that there be expressed the genuine regard and esteem in which

the members of the Association hold the President Emeritus and that it be known that the Association will always hold in memory the kindly, generous and helpful relationship which is hereby memorialized.

“Presented this 12th day of December A.D., 1952, at Chicago, Ill.”

Following the formal presentation, Toastmaster Mullady called upon Howard Willett to comment on the activities of the former Teamster president. The speaker spoke briefly on the relationship between employers and Teamsters since 1915. He called the relationship developed through the years under Mr. Tobin’s leadership “a wonderful experiment in neighborliness.” He said that the understanding had developed through the years and he was proud to work with the Teamsters in solving mutual problems.

In his response Mr. Tobin recalled early struggles in establishing collective bargaining and in developing wage scales and working conditions. He praised President Beck as a great labor leader who would “carry on the great work of our union in the years to come.”

EDITORIALS

New Year—New Hope

With the coming of the new year, mankind hopes for better days ahead. The temporary troubles of the old year are past, but the continuing crises are with us on both the international and domestic fronts.

No one man or one group has a complete panacea for the ills of the world or the tribulations facing the nation. But the problems which beset us create a common bond—a common bond of responsibility which we all must shoulder.

On the international front we face the problem of peace: how to achieve peace around the world, how to keep the peace and prevent continued strife. The solution to this problem is perhaps the primary one facing the new President. If he and his colleagues can solve that problem all mankind will forever be in his debt.

On the domestic front many problems face us both as union members and as American citizens. What the year will bring in terms of employment and purchasing power of the working people, no man can say. But we do know that we are pledged to give full value received for our wages, full service for our pay. As members of a great industry we share a responsibility for the welfare of that industry and one of the best ways we can help it is through giving honest value in terms of our work.

Every new year begins with hopes—hopes for improved wages, better conditions; hopes for a better break for our families in living standards and education and in the dividends of leisure and the enjoyment of life. We all have both faith and hope in the future, for only the faint-hearted will believe that we have come to a plateau above which we cannot rise. We know that we will go forward through united efforts—unity of purpose among our brethren in labor and unity of purpose with our great industry to make this one of the best years of our lives.

More Anti-Truck Propaganda

The multimillion circulation magazine, *Reader's Digest*, last month published a blast against the trucking industry which should not go unchallenged. An article "condensed" from one in *Harper's Magazine* for October is a strange amalgam of half truths and dubious fiscal figuring.

The article was written by Richard L. Neuberger of Oregon, one of the more prolific writers in the West. The author attempts to extend the propaganda that

trucking is not paying its way for the use of the highways. The recent battle in Oregon on the ton-mile tax gives special importance to Neuberger's statements.

In 1950 trucks which consisted of 17 per cent of the vehicles on the road paid 32.6 per cent of all state highway user taxes—equal to about 56 per cent of all expenditures for new state-administered roads or 170 per cent of the total maintenance bill on all state roads.

The fight on the ton-mile tax will continue for this type of taxation has been condemned, not only by sound economists of the transportation industry, but by Federal government studies as inequitable and unrelated to highway cost, maintenance or use. In last month's *TEAMSTER*, an illustration of railroad propaganda used in the Oregon state fight indicated the identity of the sponsors of this tax—the railroad interests.

More than a year and a half ago this same Neuberger wrote in a railroad magazine that "Railroad representatives under the Capitol dome, faced with stern competition from truckers who operate on the public highways, inevitably rejoice as each new state adopted the Oregon (ton-mile tax) formula."

Saying that weight is the biggest factor in highway costs, Neuberger ignores highway construction costs such as rights of way, grading, width, number of lanes and most of the surface itself which bear no relation to weight. This article adds to the railroads' continuous round of propaganda and is another illustration of the fight ahead which the trucking industry faces. And when we say the "trucking industry" we mean the Teamsters who make their living in this industry, for whatever endangers the industry endangers us. That is a fact we must never forget.

Strong Leadership

The new year begins with new leadership in the American Federation of Labor. George Meany took office in November as president of the Federation and the new secretary-treasurer, William F. Schnitzler, takes office during this month.

These two men, experienced and practical trade unionists, make a fine team for the AFL. One man comes from the building trades and is experienced in both state and national labor activities. This man, the new president, has won worldwide respect for his ability and leadership and his election to the highest office in the American Federation of Labor is a well merited and widely acclaimed recognition.

Bill Schnitzler comes from the baking industry where he has exhibited outstanding leadership as president of the Bakers' Union. One of the younger of the inter-

national presidents, the new secretary-treasurer will bring vigor and aggressiveness to the office and will make an excellent co-worker for George Meany.

The American Federation of Labor is to be congratulated for the selection of these two outstanding trade unionists—they are men of character, courage and ability. We wish them well in their responsibilities and pledge them our heartiest support.

Congratulations, Mr. Durkin

When the February issue of THE INTERNATIONAL TEAMSTER is published we will be able to say "Mr. Secretary" to one of our fellow trade unionists. By the end of this month the Senate will have confirmed the nomination of Martin P. Durkin as Secretary of Labor in the new Eisenhower cabinet. The International Brotherhood of Teamsters would like to add its congratulations to the many which Mr. Durkin has been receiving from all parts of the world.

It is gratifying to know that the new Secretary of Labor comes from the ranks of organized labor. No occupant of that important post has been selected from union ranks for 20 years. President-elect Eisenhower is to be commended for naming Mr. Durkin.

We think that the new President has made a real and strong addition to his advisers in naming Martin Durkin to the cabinet. As president of the Plumbers & Pipefitters, Mr. Durkin has had the practical experience of a journeyman and a labor leader. He has also served with distinction a great state as head of its labor department and he has been called upon by state and Federal agencies for advice and counsel.

The appointment of Mr. Durkin should be a good omen for labor's future and a certain indication that President Eisenhower will do as he promised at the AFL convention—treat labor fairly.

The problems confronting the new Secretary of Labor are many and their solution by no means easy. But he can count on the full cooperation of labor to support policies which we are certain will be fair and forthright.

Terror in Tunisia

A labor leader has been slain in Tunisia and that volatile country is aflame with emotionalism. Farhat Hached, secretary general of the Tunisian General Federation of Labor, was assassinated last month by terrorists while on his way to a union meeting.

Hached was a leader in the nationalist drive for independence from French colonial rule. He was both a leader of labor and a symbol of the Tunisian fight for freedom. His death has brought sorrow throughout the world of free labor.

At its meeting in New York last month the International Confederation of Free Trade Union executive board heard AFL President George Meany condemn the acts of violence leading to Hached's death. He said:

"The terror and ruthlessness in Tunisia are not merely French internal problems. They are first of all a

grave threat to the peace of the world Hached was kept in Tunisia and then he was assassinated by gangsters who serve only sordid privileged interests and defile the good name of France as the land of liberty, equality and fraternity.

"The AFL vigorously condemns the brutal political murder. We demand a full scale investigation by the United Nations of the atrocities and savage violation of human rights in Tunisia."

Mr. Meany spoke for organized labor everywhere when he condemned terrorism in Tunisia. The slain man was a deputy member of the ICFTU executive board, but was prevented from attending the New York meeting by the French government. But the imperialistic forces cannot stop the rise of freedom forever. Hached was a leader in life and in now a martyr to freedom in death. His fight will eventually triumph.

Productivity on Rise

The rate in productivity is on the increase and has been going steadily upward since studies of the problem have been undertaken. Recently two different surveys took a searching look at the problem of productivity and purchasing power and both came up with some interesting conclusions.

A management consultant firm says that productivity has been increasing at the rate of 2.95 per cent a year since 1914 and the survey experts see a further increase by 34 per cent over the 1947 figure by 1960. The survey also points to a 34 per cent increase in income per worker by 1960 (without inflation).

Other developments seen in this survey include:

—Twenty billion dollars more for labor's share, in terms of 1947 dollars, than were paid in 1947;

—Prices of manufactured items 22 per cent cheaper than in 1947, relative to hourly earnings;

—Factory output increased by 69 per cent; consumption of electric power up by 162 per cent; an increase in the standard of living per capita by 43 per cent;

—An increase in jobs of 18 per cent.

The survey indicates that if productivity could be lifted to 3.66 per cent yearly and compounded to 1960 the annual real income would be up by 41 per cent and we would have a 35 hour work week.

An economic study organization expresses the productivity story in another way. This organization purchased an imaginary basket of 31 standard family items (food, clothing and household goods) and found that the basket cost 309 hours of work for the average consumer. That basket in 1914 would have taken 572 hours of work and in 1929 would have required 486 hours. In 1939 this same basket would have taken 291 hours, meaning less work for the same goods than at present.

These figures show that the cost of living is up sharply from 1939, but in the long haul productivity is rising and as we get inflation licked we can hope for an ever increasing standard of living.

*West Coast Fetes Its 'Favorite Son'
And Members in Los Angeles, Seattle,
Sacramento Join in Paying Tribute*

JOINT COUNCILS HONOR GENERAL PRESIDENT

GENERAL PRESIDENT DAVE BECK is being honored by a series of dinners tendered by joint councils and other groups as a tribute to his elevation to the presidency of the International Brotherhood of Teamsters.

During December his home council, No. 28, Seattle, gave a testimonial. Joint Council 42, Los Angeles had a dinner on December 5 and on December 9 Joint Council 38, Sacramento, Calif., honored the new general president with a banquet.

Two testimonials were held by business groups last month. On December 17 the Seattle, Wash., Chamber of Commerce honored President Beck and on December 12 the Central States Area Employers' Association paid tribute to Mr. Beck in a dinner in Chicago, Ill. This affair is reported in detail elsewhere in this issue. (See page 16).

As this issue of THE INTERNATIONAL TEAMSTER was being prepared for publication two other testimonials had been scheduled: Joint Council 7, San Francisco, January 5 and Joint Council 37, Portland, Oreg., January 7.

SEATTLE, WASH.—Dave Beck's home joint council, No. 28, paid tribute to its distinguished son here December 3 in honor of his elevation to the highest office of the International Brotherhood of Teamsters.

The Seattle testimonial was in the nature of a neighborly and home town affair since Mr. Beck began his rise in the Teamster movement in this city and has played a strong role in the development of Teamster lo-

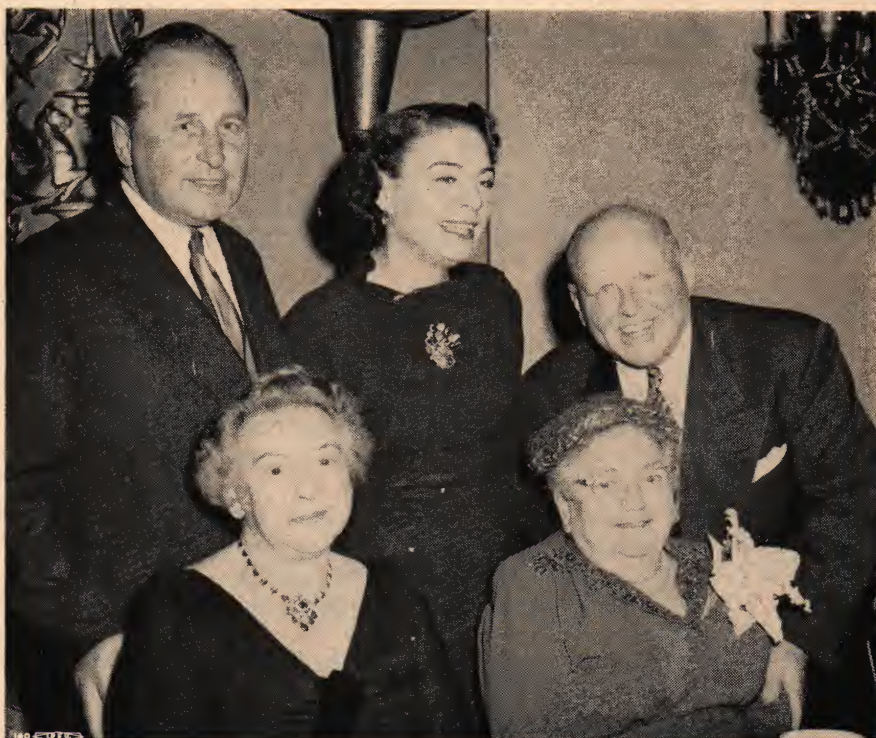
cals and of the joint council for many years.

Mr. Beck and others at the speakers' table were introduced by General Vice President Frank Brewster. As toastmaster Mr. Brewster recalled some of the experiences of past years in the periods of struggle to build a strong Teamster movement in the West. He paid a warm tribute to the courage and leadership of President Beck, qualities, Brewster said, which were bound to be recognized by the general membership of the International Brotherhood of Teamsters.

One of the features of the evening was the distribution to the dinner guests of a handsome souvenir booklet entitled "Our Friend—Dave Beck." The frontispiece of this booklet was the reproduction of a half-page from the *Seattle Post-Intelligencer* of October 18, 1952 headlining "Dave Beck Elected New Teamster President" and including a photograph of Mr. Beck being congratulated by the retiring general president, Daniel J. Tobin.

The booklet contained an "album" section of photographs which traced Dave Beck's career through the many episodes of his life: as a member of the Seattle high school football squad; in Navy boot camp in World War I; as Grand Exalted Ruler of the Benevolent & Protective Order of Elks; as international organizer and in news pictures with various personalities. Some of the news shots included Mr. Beck touring U. S. defense bases during 1951; as a fraternal delegate to the British Trade Union Congress meeting in 1950 and at international conventions of the Teamsters and of the American Federation of Labor.

The booklet contained a salute to Beck over the signatures of secre-



FAMILY SCENE at Seattle testimonial. Seated are General President's mother, Mrs. Mary Beck (right), and wife, Mrs. Dorothy Beck. Standing at left with President Beck are International Vice President Frank Brewster and Mrs. Brewster.

tary-treasurers of 43 local unions including locals from Seattle, Bel-
lingham, Centralia, Wenatchee,
Spokane, Olympia, Mt. Vernon,
Tacoma, Vancouver, Yakima, Walla
Walla, Port Angeles, Bremerton,
Aberdeen, Puyallup, Richland and
Kent.

SACRAMENTO, CALIF. — Gen-
eral President Dave Beck outlined
an aggressive program of organizing
for the International Brotherhood
of Teamsters at a testimonial ban-
quet here December 9. The dinner,
sponsored by Joint Council 38, was
tendered in honor of Mr. Beck's
election to the highest office in the
Teamsters' Union.

This joint council felt especially
honored in paying tribute to Dave
Beck since the Teamster leader is a
native of Stockton, Calif.

Mr. Beck announced plans for
stepped up organizational work on
a broad front in the Teamster move-
ment. He said that International
Vice President Frank W. Brewster
of Seattle, Wash., would succeed him
as president of the Western Confer-
ence of Teamsters and that John
Sweeney, Western director of the
American Federation of Labor,
would join the Teamster staff as an
international organizer.

Brewster is well known through-
out the 11 Western states and his
leadership of the Western Confer-
ence of Teamsters will represent a
continuance of the policies inaugu-
rated and put into action by Dave
Beck.

Sweeney is well known through-
out the West and has been particu-
larly helpful to Teamster locals in
the Valley Council and his many ac-
quaintances in the West should make
him an exceptionally fine organizer
for the Teamsters, members here
agree.

Taking cognizance of the revela-
tions of racketeering in certain labor
circles, President Beck spared no ef-
fort in blasting those "who would
attempt to cloak evil and wrong-
doing under union membership." He
said he was glad to say that there
are no racketeers in the Teamsters
and if there ever are, he pledged to
throw them out at once.

Mr. Beck said he was proud to

say that the International Brother-
hood of Teamsters now has more
than a million and a quarter mem-
bers and in five years should set its
aim for the two million mark.

He praised the selection by the
American Federation of Labor's
Executive Council of George Meany
as the organization's president and
predicted advances under his admin-
istration. The speaker also praised
President-elect Dwight D. Eisen-
hower for his appointment of Martin
P. Durkin as Secretary of Labor. He
said that the future of labor under
the new national administration
could not be as dark as some had
feared. He predicted an era of fair
dealing with organized labor.

The general president, while pro-
claiming adherence to traditional
weapons of labor, warned against the
use of the strike as a means to gain
advances "unless absolutely neces-
sary."

Mr. Beck praised the officers of
Joint Council 38 for "doing a fine
job in their territory": Gerald
Shearin, president; Walter Biggers,
vice president; C. C. Allen, sec-
retary-treasurer; W. J. Kiser, record-
ing secretary; Ray Flint, John Dillon
and A. O. May, trustees.

President Gerald Shearin of the
joint council acted as toastmaster at
the dinner attended by more than
200 constitutional officers, business
representatives and a few special
guests. When Mr. Beck announced
that Brewster would take over the

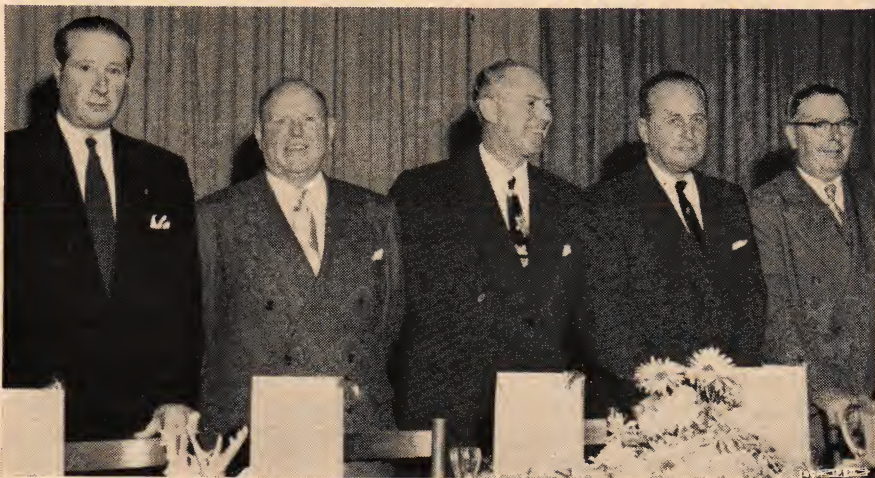
presidency of the Western Confer-
ence, the new conference head was
given an ovation and asked to speak.
He praised the cooperation of locals
and joint councils throughout the
West.

Others introduced and given warm
ovations included International Or-
ganizer William Conboy, called the
"father and guardian of Joint Coun-
cil 38"; International Vice President
Einar Mohn; International Vice
President Joseph Diviny; Interna-
tional Trustee Paul Jones and Inter-
national Organizer Jack Annand.

LOS ANGELES, CALIF. — More
than 300 members, representing the
locals of Joint Council 42, Los An-
geles, heard General President Dave
Beck pledge an all-out fight against
vicious anti-trucking propaganda
here December 5. Mr. Beck spoke
at a testimonial dinner honoring him
on his election as general president
of the International Brotherhood
Teamsters.

The new general president at-
tacked the unfair tactics being used
by interests unfriendly to the truck-
ing industry and told his audience
that both union members and oper-
ators must work together to fight
these onslaughts.

Mr. Beck said that the trucking
industry must make a decent profit
if it is to continue to pay decent
wages to Teamsters. He said that
". . . we can never prosper unless
our employers prosper."



PRESIDENT BECK with some of International's West Coast leaders. Left to right: International Vice President Joseph Diviny of San Francisco; President Beck; Gerald Shearin, president of Joint Council 38, Sacramento, and International Vice Presidents Frank Brewster of Seattle and Einar Mohn of Los Angeles.

In a reminiscent mood about the growth of the Teamster movement in the West, President Beck paid tribute to the pioneers who built the locals and joint councils on the West Coast. He extended special praise to Mike Casey and Harry Dale for their work in behalf of the Teamsters and of organized labor in the West. Mr. Beck also praised his predecessor, Daniel J. Tobin, for his foresight in seeing problems and in supporting efforts to bolster union forces on the West Coast through intensive organizational efforts.

Mr. Beck also discussed the re-

vised constitution of the International Brotherhood of Teamsters and commended the delegates to the recent general convention for supporting the changes recommended. He said that the changes authorized by the convention delegates would make the constitution more effective and would aid in strengthening the union.

The speaker closed by warning that "... the fight for better wages, hours and conditions is never over. We must never let up in our efforts to attain decent living standards and wages for our members throughout the country."

him my best man in New York, Tom Lyons, to take the presidency of the New York State Federation of Labor. I agreed. He never asked for the position.

"I like this young, honest, intelligent man. I talked to one or two of the boys on the Council and we nominated George Meany for the office of secretary-treasurer. I do not need to tell you more, for every one of you are highly intelligent. You are tops in your own trades.

"This Council has become one family.

"I want to place the name of George Meany in nomination for the office of president of the A. F. of L."

NOMINATING SPEECH FOR PRESIDENT MEANY

WHEN the Executive Council met in Washington shortly after the death of William Green, the name of George Meany to be president of the American Federation of Labor was placed in nomination by General President Emeritus Daniel J. Tobin, a member of the Council for 35 years.

Mr. Meany was elected unanimously by the Council.

TOBIN DECLINES NOMINATION

Following are the brief nominating remarks of Mr. Tobin:

"Mr. Chairman: As I am coming towards the twilight of life, I feel that it is a great honor that my name has been placed in nomination for President of the American Federation of Labor.

"I became a member of the Council of the A. F. of L. in 1917 as treasurer. I do not think I ever had an enemy, even though we had disagreements on this Council during all those years.

"It is a great honor to be nominated. But, I am getting along in years. It is true that I have a big organization. I only joined this Federation once. There were times when I was disgusted. This Federation is a human institution, but, I, a Teamster, never believed in secession. I had my training as a trade unionist in my early days in Boston, and no matter how tough

it has been, we did not divide; that was a principle of our organization.

"Of course, it would be quite an honor to my children and my grandchildren if I was, for a few months, president of this Federation, for the history of the future, but sensibility and decency and courage for this labor movement means more than honor. I am very grateful to the man who placed my name in nomination.

"I respectfully decline to be a candidate because of my age and health, but whatever there is left in me, in the future, I owe it to the Teamsters' Union that made me what I am.

PUTS MEANY IN NOMINATION

"If you will permit me under the rules—I hope I am not violating any parliamentary procedure—I would like to place in nomination a young man who was selected as president of the New York State Federation of Labor, and he straightened it out and cleaned up the New York State Federation of Labor. He is here now. I almost went down on my knees and begged him to take this position, and so did Harry Bates, as secretary-treasurer of the American Federation of Labor. He did not want to do it. He was born and raised around New York. But, we made a bargain that he would take this position, if I gave

Leaders Honored

(Continued from page 19)

"Although we differ on many issues in our industry, there should be no difference on the issue of Communism. As laboring people we are just as anxious as employers to see that subversive forces be kept out of our economy and our industry."

President Beck said that Teamsters would wage their cause honestly and honorably and "... we will not give up our right to strike or to press our case in the forums of labor-management and before the bar of public opinion. We want to see for our members a continuity of employment and a continuity of upward progress, but in all of our activities we hope we will merit the faith, respect and confidence of our employers. We want ever to understand and assist our great industry.

Before closing Mr. Beck paid a high tribute to his distinguished predecessor, President Emeritus Daniel J. Tobin, saying, "Dan Tobin, as all of you employers who have known him for years, know he is one of the greatest labor leaders who ever lived. I count it an honor and a high privilege to be called upon by our membership to succeed him. I will carry out the policies of honesty and fair dealing which he long ago established in this industry."

Truck- Railroad Battle to Get Warmer in New Year

Spotlight Will Fall on the State Legislatures as Rail Tycoons Seek To Chop up Truckers with Tax Axe

THE year 1953 will bring new and stepped up attacks on the part of the trucking industry against the propaganda of the railroad interests, a check of trends in the transportation field revealed at the end of the year.

Transport spokesmen realize that they cannot remain passive at any level and permit attacks by the railroad industry on motor transport to remain unchallenged. The industry—which includes both management and employees—will provide both resistance to future onslaughts by the railroads and will endeavor to build an educational effort in this country to change the climate of public opinion which has long been poisoned by railroad propaganda.

RESISTANCE TO STIFFEN

A number of factors are emerging to indicate that 1953 will be year both of stiffening resistance and serious counterattack.

1. Of major importance in the effort to place the trucking industry in the proper perspective with the American public will be found the militant attitude of the International Brotherhood of Teamsters. This attitude is sparked by the statements

of policy and by the addresses made by General President Dave Beck.

The declaration of policy by President Beck has been quoted widely with approval by both labor and industry sources. In that statement, published in last month's INTERNATIONAL TEAMSTER, Mr. Beck said "We hope to educate our members as trucking industry employees as to the truth of the railroad-trucking fight and shall expect our people to do their part as employees of the vital motor transport industry."

Mr. Beck further emphasized his position in the railroad-trucking industry battle in a series of addresses

last month before joint councils on the West Coast and at a testimonial banquet given by the Central States Area Employers' Association in Chicago. A report of that address appears on page 16 of this issue. The fact that Mr. Beck has developed through the Western Conference of Teamsters a cooperative working relationship with the industry in the West is a strong indication that he will pursue the same strategy on the national level through the Teamsters' Union and with employer groups.

JOINT COUNCILS FIGHT BACK

Strong leadership in the joint councils and in locals throughout the country guarantees that the counter-attack against railroad propaganda would be carried on with intensified effort during this coming year. Teamster media of news and opinion have indicated plans to step up their educational programs through newspapers, local and joint council publications and radio broadcasting.

2. The trucking industry will continue its efforts through its full range public relations program both within the industry and toward the general public. The advertising budgets of the American Trucking Association and various industry organiza-

tions, including manufacturers, are providing for educational steps in this general counterattack against the misleading railroad propaganda.

The ATA has been doing a missionary job with employer groups of truckers at the state level through a series of speeches and with co-operating shipper groups at both the state and national levels. Reports from all parts of the country indicate that these efforts are beginning to have a pronounced effect in the overall educational objectives.

3. A third and a major factor in the battle this year on the railroad-trucking industry battlefield will be found in the growing consciousness on the part of the public for better roads. The general public is being made increasingly aware of the obsolescences of much of our highway plant and of the need for new construction and drastic reconstruction and rehabilitation of many existing roads.

HIGHWAY NEEDS STRESSED

Manufacturers of materials, supplies and equipment are joining in the effort to bring home to the public the problem of highway need. This is being done largely through publications efforts, particularly of institutional advertising. These programs are doing their share in educating the public on the highway ways and means problem.

States and areas which realize the importance of trucking are taking the opportunity to institute decent road improvements programs. Two of our largest states have major road improvement programs under consideration. California, for example, has before it a 15-year program costing an aggregate of \$3.5 billion. The importance of trucking in California has long been recognized and that state today is one of our leaders in highway planning and building.

In the state of New York a ten-year program which would cost \$2.8 billion is under study and other states are looking into large road planning and construction programs.

One of the major aspects of the road planning and construction programs will be found in the educational impact of these proposals. Since all of these programs entail the

cost of considerable sums of money taxpayer groups will want to know the old but necessary fact: "Where's the money coming from?" Unless the trucking industry is able to present facts and figures in the proper light before taxpayer organizations, state legislatures and other organizations, the industry may find itself faced with new and onerous burdens.

Thus the road programs will give an opportunity for the industry—which includes employees as well as management—to present to the public a true picture of equitable taxation in terms of modern transport. Unless the industry does its share this year in this phase of the overall educational effort, it is certain to suffer both in the view of the general public and in perhaps in unjust tax considerations.

4. A fourth factor in the picture this year, and one related to the new roads situation will be found in the attitude of the public toward gasoline tax diversion. Studies of this problem indicate a sharply growing awareness of the diversion evil. A combination of high taxes and the need for more roads is adding up to making the taxpayer more and more conscious of the diversion evil. Taxpayers are demanding from their legislatures that the gasoline tax go into purposes for which it is levied. This growing awareness by the public is bringing home to taxpayers problems of both road construction and highway transport.

5. One of the bitterest sectors of the entire railroad-trucking industry battlefront will be found in the contests before state legislatures on the so-called ton-mile tax. The victory of the railroads in the state of Oregon as reported in last month's TEAMSTER is giving heart to those in other states who would use the tax device to cripple the industry. Already the Oregon law is being used as a pattern and the emergency in legislatures of proponents of this theory will mark one of the outstanding characteristics of 1953.

The complexities of an equitable tax program put the trucking industry at a decided disadvantage as compared to the glib claims and charges of the anti-trucking forces. The ton-mile tax people keep saying "weight times distance" is the proper

theory. The railroads are finding it fairly easy to persuade an unsuspecting public that trucks are not bearing their fair share of the highway cost and therefore a new theory must be invoked.

The anti-trucking forces this year may be expected to try the same "divide and conquer" technique which worked successfully in Oregon. This argument runs something like this: "Trucking is essential and all trucking is not bad. The delivery type of trucker is necessary, but it is the big boys of the highways which are breaking down our roads and are using the highways as a right of way at the taxpayer's expense." The argument obviously a false one, is a plausible one and has gained a great deal of support against legitimate trucking.

6. That this year will be one of continued battling by the railroads against trucking is scarcely open to doubt. Plans now being put into motion in state general assemblies to rap trucking through taxation, weight restrictions and other devices indicate that this will be a rough year for trucking. The railroad propagandists will apparently use all their weapons and at every level: national, state and local.

The railroads are continuing their advertising "education" in general magazines, their own house organs and through affiliated trade and specialized publications. The railroad lobby has also enlisted the railroad brotherhoods to help carry on their fight against legitimate trucking.

With a new Congress and a new national administration in Washington the Association of American Railroads and affiliated trade groups may well be expected to develop every possible effort to build good will for the rail industry on Capitol Hill.

All of this means that the trucking industry must shoulder an extremely serious and heavy burden in 1953. Present indications are that both the industry and the International Brotherhood of Teamsters are well aware of the problems ahead and mean to make 1953 a year of genuine gains in the continuing battle for justice, tax equality and honest public understanding in the transportation field.

The Detroit Story

(Continued from page 11)

and Brennan other officers are Brunson Gilbert, secretary-treasurer; Joseph Briglia, recording secretary; Michael Nicolett, Isaac Litvak and Dan Keating, trustees.

The handsome Teamster building at 2741 Trumbell Avenue in Detroit is both a symbol and headquarters of Teamster unity and drive. The building was first erected in 1940 to accommodate the joint council, but the expansion in the area required additional space and so an addition was built this year, making this one of the most modern and up-to-date union buildings of any kind in the country. The building has four auditoriums.

In the joint council are the following locals: No. 31, Bakery Salesmen and Drivers; No. 155, Milk Drivers and Dairy Employees; No. 243, Van Drivers and Furniture Handlers; No. 247, Building Construction, Coal & Excavator Drivers; No. 483, Cylinder Gas, Accessory & Petroleum Drivers; No. 285, Laundry & Linen Drivers; No. 299, Truck Drivers; No. 337, Food & Beverage Drivers (warehouse workers); No. 372, Newspaper Drivers & Handlers; No. 376, Automobile Drivers & Demonstrators; No. 458, Lumber Drivers; No. 902, Taxicab & Maintenance Employees, and No. 985, Service Drivers & Helpers, Car Washers & Coin Machine Employees.

The joint council has some 45,000 members served by 62 business agents and about the same number of general clerical and staff workers. No. 299 and No. 337 are the largest locals, but all locals are active and have won excellent wage scales for their members.

The joint council is proud of its Welfare Fund in which are 35,000 members and their families with 3,000 contributing employers. Since 1949 the Fund has distributed \$2.5 million to 19,500 claimants and has provided an additional \$600,000 in life insurance benefits to the families of 350 deceased members. The benefits of the Fund are excellent and represent a great advance in the field of welfare activities.

*With the New Administration Making
Gestures of Friendship and Fairness
And Congress Fairly Evenly Divided*

CAUTIOUS OPTIMISM IS LABOR'S VIEW

WHAT'S ahead for labor on the political and legislative front?

This month marks the end of one era and the beginning of another with implications which are of paramount importance to organized labor. The 20-year period of the New Deal and Fair Deal ends with President Harry S. Truman stepping out of office to give way to the new President, Dwight D. Eisenhower. What the Eisenhower period will be called is yet to be determined by the words and the deeds of the new national leadership.

MAJOR FACTORS

What will happen to labor and to the country will be determined by six major factors:

1. The election results.
2. Attitude of the new national leadership.
3. Type and character of executive appointments.
4. Relations with the new Congress.
5. Economic developments on the domestic front.
6. External developments in the international situation, most of which are beyond the control of the United States.

The story of the election results is an old one by this time and everyone should be somewhat familiar with the general conclusions which can be read from the ballot figures. Insofar as labor is concerned the story is relatively brief. The election of Dwight Eisenhower as President was in a large measure a personal victory and a vote of faith, confidence and hope in his ability to measure up to the serious respon-

Looking Ahead

THE INTERNATIONAL TEAMSTER presents two articles this month on looking ahead. One article by David Kaplan, chief economist for the International Brotherhood of Teamsters, discusses the economic prospects. The article herewith discusses legislative and political possibilities under the new Congress. Both articles merit the attention of the entire membership.

sibilities which lie ahead for the Chief Executive.

General Eisenhower received more than 33 million votes so distributed that his electoral vote victory appeared much greater than his popular vote actually was. Governor Adlai E. Stevenson received more than 27 million votes. Despite the wide electoral margin the fact that 27 million voters registered their choices for the losing candidate cannot help but have a somewhat sobering effect on the Republican leadership.

A PERSONAL VICTORY

The fact that Eisenhower's road to victory on a vote margin in practically every area was so far ahead of his senatorial and local running mates is an indication that the victory was primarily a personal rather than a party victory. So close was the overall decision in terms of congressional control that the difference of a single race in the Senate would have meant Democratic control instead of Republican control—control by the margin of a single vote!

In the House of Representatives the margin of control is a narrow

one—nine votes. The fact that the control of Congress rests on so thin a margin will mean that the new administration cannot ride roughshod over the minority on whatever legislative program may be proposed.

Some of labor's old friends are missing this month in the new Congress and there will be found some new friends, particularly in the Senate. Two strong figures from the House have been "promoted" by their constituencies to the Senate and in each case the defeated Senators marked the passing of members unfriendly to labor. Henry M. Jackson defeated Senator Harry Cain in Washington and Mike Mansfield displaced Zales Ecton in Montana. A newcomer to Capitol Hill, Stuart Symington, defeated Senator James Kem. All the victors are Democrats and all had the backing of labor.

Missing this month as the new Congress begins its historic task are such senatorial labor friends as Blair Moody, Mich.; William Benton, Conn.; Joseph C. O'Mahoney, Wyo.; Ernest McFarland, Ariz.; and Thomas Underwood, Ky. Other liberals trying for Senate seats or for House reelection also went down to defeat.

LABOR LOSSES

In surveying the results of the election L.L.P.E. reports that in the outgoing Congress 181 members were regarded as friends and 222 as unfriendly. In the new Congress a total of 159 are regarded as friendly and 240 as unfriendly, thus the shift is a matter of 18 votes gained by those tabbed as unfriendly to labor, not a cataclysmic change despite the Eisenhower landslide electorally.

In short, the election results would indicate some degree of caution on the part of the new administration.

What will the attitude of the new national leadership be? Mr. Eisenhower has indicated a sincere desire to grapple directly with the serious problems facing the nation. He has indicated a certain humility and a hope for understanding. He has indicated that he realizes that no man knows all the answers. The general

attitude of friendliness and hope on the part of the new President has encouraged many to exert special efforts to support and cooperate with the new administration.

General President Dave Beck has said in public addresses and in press conferences that Eisenhower should be given every cooperation and support in his endeavors to give the country a national administration which should spell progress for all the people.

The President will set the key for top-level thinking and action and his policy declarations, particularly in the first three months will be anticipated and examined with the utmost care. His attitude is indicated in substantial degree by the character of his executive appointments. He lost no time in naming his cabinet secretarial nominees and in these appears to emerge a certain attitude of what might be called economic practicality.

The appointments have, on the whole, been drawn from the business community, men who have made their mark in the economic struggle for success. One appointment, of primary interest to labor, however has come from the ranks of labor itself. THE TEAMSTER reported last month that Martin P. Durkin, general president of the Plumbers and Pipefitters (AFL), would be the new Secretary of Labor. This designation apparently was the greatest surprise which the President-elect revealed in his cabinet choices.

LABOR APPOINTMENT

The choice of Mr. Durkin is regarded by labor as extremely important and indicative. The new President chose not to shun labor, but to go to labor for his Labor Secretary. Notwithstanding the fact that the Secretary-designate was not of Eisenhower's party, the new Chief Executive felt that national considerations and the role of labor justified his decision, a decision which has been generally applauded by all except a diehard few.

The cabinet, aside from Durkin, is regarded as a little on the conservative side and how deeply the conservatism of the official immediate family will influence top Presidential policy is still uncertain. La-

bor is looking at other appointments which may mean more immediate results in terms of executive policy—appointments to boards and commissions. In this category a number of questions arise with regard to future policy.

What type of official will be named for the regulatory agencies? Both the type of official and the policies he is directed to follow may mean a wide range of difference from the present regulatory policies.

For example, what will happen to wage and price controls? The implications of this general problem are discussed by David Kaplan, Teamster's chief economist in this issue. (See page 8.) What will happen to the housing program? Will we see little or no public housing and will we see a trend toward real estate board domination? What about power? Will the great power projects of the West suffer or will they be continued?

What about the farm program? What happens on the farm front may be of the utmost importance to the consumer and to the working people who depend on the continued purchasing power of farmers to buy manufactured goods.

Of primary importance to labor is the series of restrictive statutes now on the books. As the old year ended General Eisenhower directed that his advisers work with Congress and consult labor in trying to develop a revamped Taft-Hartley act. Secretary-designate Durkin expressed the hope that a bill could be worked out satisfactory both to labor and employers. Whether this optimistic hope could be realized remained unsettled by the year's end.

AFL President George Meany had conferred both with Eisenhower

Waterfront Hearings

There is a possibility some members of the Teamsters' International Union will be called to testify in the New York State Crime Commission's investigation of waterfront conditions.

If testimony of any individuals in the crime commission's hearings indicates a need for action by the International Union, steps will be taken immediately to insure justice.

and the chairman of the Labor Committee under the Republicans, Samuel K. McConnell, Jr., of Pennsylvania. Both labor representatives and congressional leaders seemed to express hope that a compromise bill could be worked out. But serious questions remained: what about the injunction provisions of Taft-Hartley? The secondary boycott provisions? The decline of labor's right to picket? These and other serious questions still remained to be worked out to the satisfaction of all.

Will the new President have good relations with Congress? There will be the inevitable "honeymoon" period, but how long can it last with Senator Robert A. Taft calling the shots. Or will the Ohio senator call all the shots? Eisenhower seems disposed to get along with Congress; he will have to with the paper-thin majorities he has on Capitol Hill.

As the new administration comes to power, it will scan the economic horizon carefully. The problems in this sector are discussed by Mr. Kaplan. But what about the external affairs? Not only will we be influenced to a marked degree by foreign affairs, but our welfare and economic future appears inextricably tied up with what goes on in the rest of the world.

FOREIGN AID

What about the Korean stalemate? Will Eisenhower be able to settle it? Will we do far less in foreign aid than we have been doing and what will be the result in Europe and the impact at home. What will the free world do under the changed situation, and even more important what will the Kremlin do? The effect on our economy, thinking and welfare is tied up with how the Kremlin acts.

The public is looking forward to a policy of boldness on the foreign front. Whatever the policy may be it is bound to have a strong effect on the welfare of labor in the field of prices, wages and general economy, not to say in the critical matter of life or death of those who may be called to serve in the arenas of armed conflict.

In the meantime, labor looks ahead with hope and faith—faith that determination and courage will spell better days as 1953 unfolds.

TEAMSTER TOPICS

Forty-Hour Week

Service station Teamsters in Portland, Oreg., have cracked long-standing resistance to the 40-hour week. Local 255, Automotive, Garage and Service Station Employees, has negotiated a 40-hour week agreement with a Portland service station group, Local Secretary Tom Malloy announced.

Union-Busting Thwarted

A Providence, R. I., boss' complaint that two employees he had fired were "abusive and lazy" didn't ring true to an NLRB trial examiner, who ruled they had been fired for joining Teamsters' Local 251 and ordered the management to reinstate them.

Champs

The team of Local 22, Toledo, Ohio, has captured a handsome trophy by winning the championship of the Toledo Industrial Softball League.

Admission Price: Blood

When Taxicab Drivers' Local 465 of Seattle, Wash., gave its Christmas party, the only way members could win a ticket was by giving a pint of blood to the King County Blood Bank and crediting it to the Teamsters. Local Secretary B. I. Bowen warned that the blood reserves in the Teamster account were dangerously low and urged members to answer the appeal.

Job for Teamsters

The sheriff of Clark County in Nevada believes Teamsters should be commissioned as special officers to aid in promoting highway safety. Sheriff Glen Jones made the proposal for special recognition for truck drivers in a letter to a Pacific Coast trucking firm praising the work of one of its drivers.

"Ninety per cent of standard road courtesies have been born and put into effect by truck drivers," declared the veteran of 35 years in police work.

Sheriff Jones added that he would like to see "careless drivers re-schooled before a board composed of three to five truck drivers."

Funds for Bias Fight

Almost \$14,000 was raised in support of the Brotherhood program of the National Conference of Christians and Jews at a dinner in Chicago sponsored jointly by companies and unions in the alcoholic beverage and soft drink industries. Chairman for the program was Ray Schoessling, president of Beer Drivers Local 744.

Five-Day Week for 734

Add Chicago Bakery Drivers' Union Local 734 to the list of Teamster Local Unions which have reduced the work week from six to five days.

In an agreement with the Chicago Bakery Employers' Labor Council, Local 734 won the five-day week for 2,600 bread and cake driver-salesmen with no reduction in base weekly pay scales.

The five-day week is to be effective next February 16 with drivers to continue to get \$82.50 a week and commissions for the duration of the contract period ending November 1, 1953. The bakeries were given the right to use "swing" men at \$99 a week to make six-day deliveries, according to President William A. Lee of Local 734. Lee is Eighth Vice-President of the International Union.

In addition to the shorter work week, Lee reported that the agreement calls for a health and welfare plan. Details of the plan are to be worked out with the employers' or-

ganization. The new contract was unanimously ratified by members of Local 734 at a special meeting.

Grange Takes Stand

Teamsters alert to trends in highway planning and tax studies will be interested to learn that the National Grange in its meeting in Rockford, Ill., recently took a policy stand according recognition to growing motor transport industry. The Grange went on record as opposing truck reciprocity agreement between states.

The Grange also expressed disapproval of the practice of diverting tax funds from highway purposes to unrelated expenditures having no relation to road purposes. The Grange also recommended a "fair and equitable allocation of highway costs among all beneficiaries." This position of importance to the trucking industry represents a broad view and recognition of transport problems, in the opinion of Teamster observers who have studied the Grange's recommendations.

Teamster Vets

Milwaukee and Chicago Teamsters, employees of Fred Olsen & Sons Motor Service Company, were honored at a banquet December 6 as members of the Ten and Twenty Year Clubs.

At the banquet were 55 Chicago employees, 11 of whom are 20-year employees and 44 are 10-year employees. Two of the 23 from Milwaukee were 20-year men and the remainder were in the Ten Year Club. One 20-year man and four 10-year members from Waukegan, Ill., were included in the honored group.

Certificates of service were awarded the veteran employees and souvenirs of the occasion were presented to the wives who were guests at the dinner.

British Trucking Denationalized

Denationalization of the trucking industry in Great Britain is well on its way, but steps through Parliament have not yet been completed.

In 1947 when the Labor Government came into power it began a systematic effort toward nationalization of certain key industries and the establishment of a national medical service. Two of the most important industries to be nationalized were the motor transport and iron and steel. After these industries were nationalized, the Conservatives and those who followed the Conservative line waged a strong campaign against continued nationalization of industry and made denationalization an important plank in the election platform of February, 1950.

The Labor Government nationalized the railroads also in Great Britain, but this action did not arouse English tempers since the rail industry was not in good financial position and nationalization appeared a hope both for the rolls and for better service to the traveling and shipping public.

Nationalization of trucking, however, was another story. This industry was healthy and nationalizing it threatened the livelihood of small one- and two-truck operators. The right of private business to haul its own goods was curtailed also.

Last year the Conservatives undertook to begin denationalization and a short time ago got through the major stage in the House of Commons of the denationalization measure. This stage, the second reading on the bill, found 308 members favoring denationalization and 282 opposing. The bill has to complete its journey through the House and thence through the House of Lords which will be chiefly a formality before it receives royal assent and becomes law.

The British government expects to sell the nationally owned truck property and expects to sustain a \$56 million loss. The Labor forces in Britain have indicated their intention to renationalize the industry if and when they return to power.

WESTERN TEAMSTER LEADER RETIRES



INTERNATIONAL Vice President Frank Brewster (left) with retiring Phil Brady.

THE Teamsters in the West and Joint Council 37, Portland, Oreg., will lose the services of one of their leading members this month when Phil Brady, joint council president, formally retires from active duty. He will preside over a meeting of the joint council this month which will elect a new president and a new secretary-treasurer. Mr. Brady's retirement marks the end of 52 years of active work in the cause of organized labor.

The secretary of the joint council, Jack Schlaht, also retired at the end of the year.

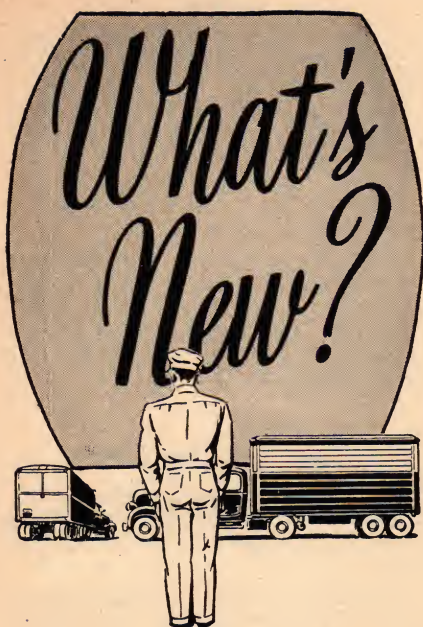
Phil Brady, member of the Oregon State Senate, is one of the best known Teamsters in the Western states. For most of the 52 years of his active working life Mr. Brady has been co-associated with the Teamsters, first as a bakery wagon driver and later as a business agent. He held the post of joint council presidency for 30 years.

General President Dave Beck and President Emeritus Daniel J. Tobin asked Mr. Brady to remain on duty

beyond the 65-year age limit which the Oregon Teamster reached on August 9. The retiring joint council president will continue to serve out his term in the Oregon State Senate.

Phil Brady began his labor career more than 50 years ago as a blacksmith's apprentice. He was engaged in railroading for a time and then returned to the blacksmith trade as a machine smith and in his early twenties started driving a bakery wagon. This marked his association with the Teamster organization to which he devoted most of his life.

Jack Schlaht has retired from active Teamster work to enter private business. He has a remarkable record of organization in the West and served as secretary of Local 162 many years and was active as president of the joint council's building program. He has served as statewide joint council secretary and was member of the Western Conference of Teamsters' policy committee.



Acetylene-Air Torch For Intermittent Work

A new acetylene-air gas torch, shaped like a pistol, is especially well designed for intermittent work since the flame is produced and discontinued merely by the squeezing and releasing of the trigger. A continuous flame can be produced, however, by locking the trigger open. Three sizes of combustion tubes are available for the torch which weighs 12 oz. and provides heat up to 2,800 degrees.

Cab Cooler is Easy to Dismount

Six inches long and weighing only 7 lbs. is a power-driven foot cab cooler which can be detached by removing four screws. The propeller-type fan draws cool air from outside and the rotating grill can be directed toward any part of the floor. During winter operation, an air shut-off provides an air-tight seal to prevent heat loss.

Tire Spreader for Any Size Tire

For spreading the beads on any size tire, from the smallest passenger car to large truck and bus casings, is a new, portable tire spreader, weighing about 7 lbs. and made of English malleable iron. The device also features a steel fingertip all-position lock.

Light Weight Road Sweeping Magnet

A light-weight road-sweeping magnet is now available which can be attached

to the truss type of structure in front of a truck or jeep by the use of its special eyelets. The magnet controller is energized by a portable gasoline-driven generator. The "on-off" switch for the generator is located on the vehicle's instrument panel and the entire unit can be raised or lowered from the driver's position.

Baking Panel for Drying Equipment

The paint infra-red baking panel of an Indiana firm has no bulbs or sockets to burn out or explode and is now available in large enough sizes for trucks and trailers. The generators are ranged in horizontal rows on a portable rack and the top two rows are adjustable to any angle from 90 degrees to vertical. The panel is thus adaptable to any type of job. Hot and cold spots are said to be eliminated by the ceramic type generators since an even field of baking energy is supplied. The panels are rated 230 v ac-dc single phase (also furnished three phase) and each row of generators is controlled by a separate switch.

Automatic Road Sander For Trucks and Cars

The driver can now lay down his own sand track as he drives with a road sanding unit available for passenger cars and light trucks, manufactured by a Minnesota firm. The two sand hoppers fit into the rear of the truck or trunk compartment of the car, one over each rear tire. Dry sand or grit is released ahead of each rear tire through non-clog valves by a foot control in the driving compartment, providing instant traction. The device is entirely automatic and the hoppers can



Push pedal . . . sand grip.

be removed for refilling or for summer driving.

Rubber Mats to Reduce Fatigue

Designed to reduce fatigue and leg strain of drivers is a rubber mat made of 3 in. rubber and fabric links. This sturdy mat is woven on heavy gage, oil-tempered spring steel wire. The mats, which can be supplied in any size or rectangle, are 5/8 in. thick and can be rolled up for cleaning or for storage.

Ease and Safety Claimed for Coupler

Simply twist on and lock and you're ready to roll with the new quick-couplers offered by an Ohio firm. Requiring no tools, the device features a removable, long-wearing "O" ring which replaces the thread and gasket sealing method. The line, which includes a quick-coupler for tank truck hoses fitting any tank truck faucet, is said to offer longer safe service life through its threadless construction. Fuel can't spill, air can't get in, and low-level vapors can't leak out.

Filter Pump With Flexible Nozzle

For removing sludge and dirty oil from any size housing, a New Jersey manufacturer recommends its new filter pump with a flexible nozzle. This makes possible cleaning in one operation since the operator, after removing the dirty element, simply inserts the nozzle into the housing and pulls back on the plunger. Not only does this clean out the housing but also prevents oil drips from falling on the engine and the fenders.

Washing Machine For Small Parts

Shops requiring a small parts cleaning unit should be interested in a new washing machine equipped with a standard impeller and rinsing device. An important safety feature of the unit is that the lid automatically and instantly closes in case the volatile cleaning solution should catch fire. This solution is constantly filtered in the machine's operation. No air is used for agitation.

Great Precision With Spray Gun

Masking is no longer necessary with a new paint spray gun with a sensitive trigger control and a spray pattern which can be narrowed down as fine as a broad pencil line. At the normal operating pressure of 30 lbs., the gun consumes three cubic feet of air.

Relax WITH US

Oh!

She greeted her boy friend with, "Notice anything different about me?"

"New dress?"

"No."

"New shoes?"

"No. Something else."

"I give up."

"I'm wearing a gas mask."

★

There's a Limit

Twelve-year-old Pete had a problem. He took it to his friend Joe.

"I've walked to school with this girl three times," said Pete. "I've carried her book. I bought her ice-cream sodas twice. Now, do you think I ought to kiss her?"

"Naw," said Joe. "You've done enough for that dame already."

★

'From Tiny Acorns . . .'

A farmer had planted a crop of flax, and had a tablecloth made from the linen he produced. Sometime later he remarked to a guest at dinner, "I grew this tablecloth myself."

"Did you, really?" the lady remarked with a little sarcasm. "How do you ever manage to grow such things?"

"Promise you won't tell, madam?" he asked.

She promised.

"Well," he whispered solemnly, "I planted a napkin."

★

Defeatist

Poet: "Is the editor in?"

Reception girl: "No."

Poet: "Well, just throw this poem in the waste basket for him, will you?"

★

Response

Hoping to inspire his workers with promptness and energy, a New York executive hung a number of signs reading "DO IT NOW" around his factory and office. When he was asked some weeks later how his staff had reacted, he shook his head sadly. "I don't even like to talk about it," he said. "The cashier skipped with \$4,000, the head bookkeeper eloped with the best secretary I ever had, three typists asked for an increase, the factory workers voted to go out on strike, and the office boy joined the Navy."

Turn Table

Joe E. Lewis once spent a night at Saratoga's Grand Union Hotel. The railroad station was directly below, and a switching engine kept shunting cars back and forth incessantly. Finally Joe summoned the night clerk. "Maybe you can tell me," he suggested, "what time this hotel reaches Chicago!"

★

20-20!

The draft board doctor was examining a prospective recruit.

"Read that chart," he commanded.

"What chart?" asked the draftee.

"That's right," said the Doc, "there isn't any chart. You're in, boy!"

★

Naturally

Two workers were about to have lunch. One began to unwrap a package about two feet long.

"What's that?" asked the other.

"My wife's away," explained the first, "so I made myself a pie."

"Kinda long, ain't it?" the friend remarked.

"Sure it's long. It's rhubarb."

★

Naval Routine

During a cold snap a pretty secretary at the army and navy munitions board reported for work dressed in woolen snuggies. The office didn't observe the wartime 65-degree heat limit and, as the temperature soared, life became unbearable for the woolen-clad miss. Finally she grabbed a large manila envelope, retired to the ladies' room and removed her snuggies. She placed the envelope with the woolies on her desk, and shortly afterward it disappeared.

Hours later the snuggies were intercepted, but not until after they had made the rounds of the board. The envelope not only was addressed to the secretary's boss, a commander, but printed on it in large red letters was, "All Naval Officers—Circulate and Initial."

★

Heavy, Heavy

"I always believe in weighing my words before speaking," said Mrs. Hopkins.

"And you don't give short weight either," replied her husband.

Cad!

Henpeck, in a sorely battered state, was being cross-examined by a bullying counsel.

"Do you mean to tell me you have always treated your wife with respect?" asked the counsel.

"Always," replied Henpeck firmly.

"And you've never once spoken a hasty word to her?"

Henpeck hesitated for a moment and the lawyer was quick to seize the opportunity. He roared, "I want the truth!"

"Well," faltered Henpeck at last, "I remember I did say to her once, 'Put down that poker!'"

★

Plenty of Company

Elsie: "She got her feelings hurt because she kept overhearing the word 'idiot' and thought you were referring to her."

Elizabeth: "How conceited—as if there were no other idiots in the world."

★

Assembly Trouble

In the Soviet zone of Berlin a German worked in a plant which manufactured a variety of small parts which, when shipped back to Russia, were supposed to be assembled into baby carriages. He decided to steal enough parts to make his own baby a carriage.

A few weeks later a friend who was aware of his purpose inquired how the project had progressed.

"I got all the parts," the worker replied, "but, you know, no matter how I put them together, they always come out a machine gun."

★

Con-Tented?

At least prison football coaches have very little alumni interference and graduation losses are at a minimum.

★

Double Feature

Frances Perkins, former secretary of labor, tells about turning to a gentleman seated behind her at a movie, and saying, "If my hat prevents your seeing this picture, I'd be happy to take it off."

"Please don't," said the man. "The hat's much funnier than the movie."

★

Landlubber

Beautician: "Does the moon affect the tide?"

Barber: "No, only the untied."

★

Big Puff

"What caused the explosion at your house?"

"Powder on my coat sleeve."

FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, January, 1903)

MONTHLY BUTTONS

A number of Chicago locals have adopted a button to be worn by their members at work. The buttons will be of a different color each month and "big enough to be seen a block away." They will enable anyone to tell at a glance whether the wearer is a union man or not, and if a member is not in good standing, it will give his brother union men a chance to call him down. To obtain the proper button, his dues must be paid up. . . . The scheme originated with the streetcar men and has proved to be a great success.



SELECTING STEWARDS

This issue warned members: "When locals select the men to fill the office of steward, care should be taken in selecting men who understand the duties of that office. The stewards should see that the men employed in the barns where they are stationed live up to the agreement the union has with the employer. A great many men think that because they are members of a union that they can run things to suit themselves. Complaints are continually coming in from employers about men who take it upon themselves to make their own rules under which they shall work, and, when reprimanded, hold the union up as a club to assert what they call their rights. . . . This state of affairs must cease."

ELECTION AFTERMATH

The annual elections of local officers are over, and members are urged to support their leaders for the coming

year. The Journal reminded that "the Teamsters' National Union has the reputation of being one of the best conducted labor organizations in the world." To maintain this position Teamsters were urged to select capable officers and then support them well.

AGAINST CHILD LABOR

The Journal reported that two trade unions in Charlotte, N. C., had taken two little girls out of the factories and put them in school at the union's expense. The plan was to take them from the cotton mills, where they worked long, tiring hours, enroll them in school, and contract with the parents of the children to pay them each week the wages they would make in the mills upon the express condition that the children attend school the entire term. At least a dozen children were scheduled to return to school under the Charlotte union's plan.

THE LABOR VOTE

The Labor vote contributed to several surprises in the recent elections. In at least three sections of the country the Labor vote, cast almost as a body, cut a most important figure. In many other places it wielded an indirect influence that amounted to a great deal.

In California, the union labor vote overturned two Republican Congressmen and sent union labor men in their places. Representative Kahn and Loud are both to be succeeded by union labor men who received Democratic nominations. The union labor vote came very near electing a governor in California.

A streetcar strike in Providence, R. I., last summer and the results growing out of it caused the election of a Democratic member of Congress and a Democratic Governor and Lieutenant Governor in Rhode Island.

In the Eleventh Pennsylvania District the United Mine Workers took a hand that has surprised the leaders of both parties. The Miners elected George Howell to Congress from that District in place of Republican Connell, a millionaire coal operator.

CIVIC FEDERATION

To prevent conflicts between capital and labor, prominent men of New York and other cities have organized under the name—National Economic League. Promoters of the organization believe it surpasses in usefulness the Civic Feder-

ation, which is a court of arbitration for the settlement of disputes between capital and labor. The league is formed to avoid all disputes between these forces and make a court of arbitration unnecessary. The organizers and members believe the remedy for political and financial ills is not in a more socialistic government, but in a more thorough education in the science of economics.

UNION ROAD BLOCK

An incident took place the other day on North Franklin Street, Chicago, a Journal correspondent reported. A wagon of the United States Express Company was backed up to A. Booth & Co.'s warehouse, delivering a load of oysters, when a streetcar came up and found its tracks blocked by the truck. The conductor came up and asked the driver and conductor of the wagon to allow the streetcar to pass, as they were behind time. When the expressman noticed the car men were union men he immediately pulled the wagon out of the way.



All this was evidence to show good feeling exists between the teamsters and streetcar men since they have been organized, the correspondent commented.

UNITED WE STAND

"No organization can consistently call itself a labor organization when it permits employers to enter its ranks," James J. Dwyer, Editor of the *Teamsters' National Journal*, told his readers.

Several local unions had admitted employers into membership before the days of the amalgamation of the various Teamster unions. Now some of them did not want to relieve them of their cards. Because of this problem, some local unions had even threatened secession at the last convention.

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